Vetter Mileage Contest — 557 mpg!

CYCLE NEWS®

WEST Volume XXI : Number 31 : August 15, 1984 $1.00

Renny Roberts: Quitting at last?

Dirt Track: Santa Fe TT and Hawthorne Mile!

Road Racing: 24-Hours of Nelson Ledges and Pocono Camel Pro

Motocross: Minnesota Outdoor National

Speedway: Intercontinental Final

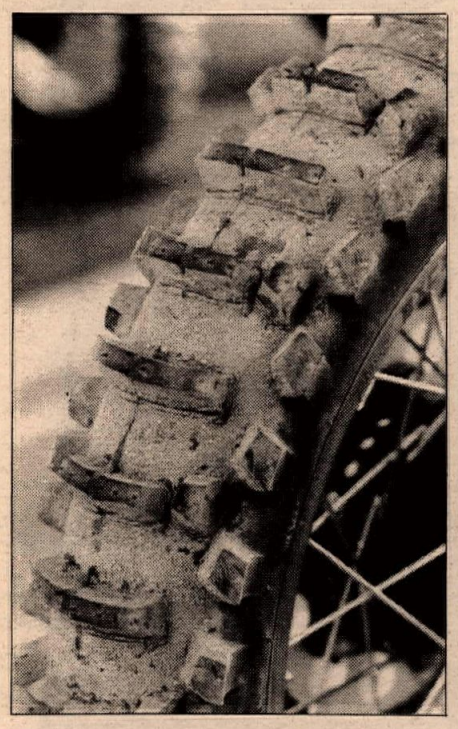
Fixing Husky's 510TX

More Yamaha YZ250 Power

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

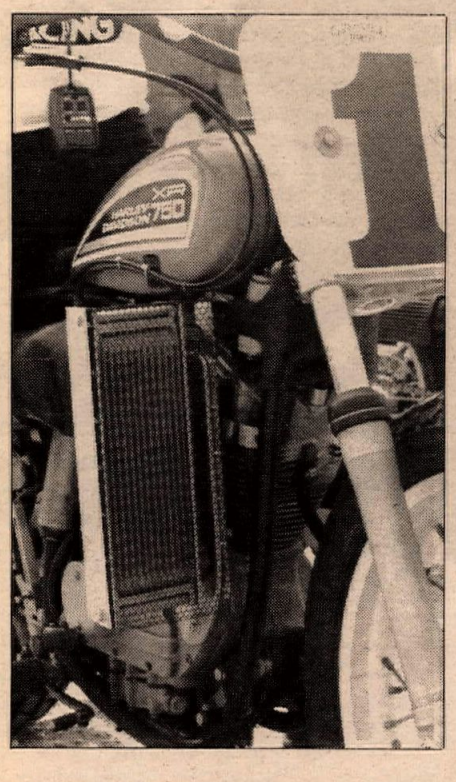
The Latest POOP

BY PAPA WEALEY



Dunlop unveiled a prototype paddle MX tire at the Foxboro Supercross, and according to Dunlop's Rick Bogdan, the tire is well within the limits of rules set up by Insport. Ricky Johnson used the tire at Foxboro and finished second, while Jeff Ward, Billy Liles and Mark Barnett also used it. The large center knob or "paddle" is designed for maximum traction under sandy conditions, with conventional knobs molded on the sides to aid cornering.

Randy Goss raced both the Springfield Mile Nationals with this larger oil cooler mounted on his factory Harley-Davidson XR750. According to Goss, tuner Brent Thompson chose this mounting position to get the cooler in the direct flow of air.



HosPITal STOP: U.S. Suzuki National Sales Manager Buck Geils suffered a brain aneurism on July 22, and is hospitalized in very guarded condition at University of California Irvine Medical Center. He is receiving no phone calls or visitors, but cards to Buck and his wife Bonnie may be sent to UCI Medical Center, 101 City Dr., Orange, CA 92668.

Moto-comic Ed Hertfelder will speak at the Red River Dirt Riders banquet in Gainesville, Texas, on September 1. More information is available by writing 1310 Church Hill Circle, Denton, TX 76201.

Randy Mamola (Hon) edged Eddie Lawson (Yam) by two seconds to win the August 5 British GP at Silverstone and that means Lawson will have to wait at least one more week —until the Swedish GP August 12 for another chance to clinch the title. Ron Haslam (Hon) finished third ahead of Virginio Ferrari (Yam) and Barry Sheene (Suz). Lawson has the point lead over Mamola, 119 points to 96, with injured Freddie Spencer, who has decided to sit out the rest of the series, in third at 87. Should Mamola win the Swedish GP, all Lawson has to do to clinch the title is to finish in the top four. One incident of note at Silverstone: Mamola struck a rabbit (yes, a rabbit) during the race which bounced up into the air and struck Lawson's knee. Neither rider was injured in the incident, but the rabbit died.

Christian Sarron (Yam) won the British 250cc GP, and continues to lead the title chase with 97 points to Manfred Herweh's 70. Neither Wayne Rainey nor Alan Carter finished in the top 10. Angel Nieto (Gar) copped his sixth win of the season in the British 125cc GP.

Thieves broke into a Hertz/Penske rental truck being used by Team Honda to transport bikes and equipment to the Pocono Camel Pro Series road race. The nighttime incident in Columbus, Ohio, saw Phil McDonald lose his toolbox, suitcase and hang-up bag of clothes; all his tuning notes from the last three years; a used XR80 Honda; and Sam McDonald's spare VF750F Superbike engine. The engine is easy to recognize: it has gear-driven camshafts and a dry clutch.

The auction of the late Steve McQueen's estate — which includes over 100 classic motorcycles — will be conducted November 23-25 at the Imperial Palace hotel/casino on the Las Vegas Strip. The estate will be previewed November 19-22, and Reno auctioneers Don P. Britt and Hagan Stuart will conduct the business. For information, write Kris Englestad at the Imperial Palace, 3535 Las Vegas Blvd. South, Las Vegas, NV 89109.

The third annual Frontier 500 off-road race, which will traverse the Nevada desert between Las Vegas and Reno on October 13, will again feature a full slate of motorcycle classes. Entries are $300 plus $55 insurance; the drawing for start positions will be held in Las Vegas on September 7 and a $100 deposit will get you in on the action. For more information contact the High Desert Racing Association, 961 W. Dale, Las Vegas, NV 89124.

Team Husqvarna members Dan Smith, Dan Ashcraft, Larry Roeseler and Scot Harden will be on hand at Crossroads Suzuki in Saugus, California, to meet the public on Friday evening, August 17. The off-road speedsters will be at the dealership from 5:00 to 8:00 p.m., and food and drink will be served. Crossroads Suzuki is located at 26062 Bouquet Canyon Road, the phone number is 805/255-5353.

The Los Angeles Trade-Tech vocationally oriented public community college begins its Fall '84 semester August 20. Registration is now in progress and the cost is $50. The Motorcycle Repair program is fully accredited and leads to an A.A. degree. Financial aid and job placement assistance is available. For further information, call the college at 213/746-0800.

Harley-Davidson's year-to-date retail sales and market share were up 15.4% through May, an improvement of 4.1 points over the same period of one year ago in the over-700cc class. Year-to-date registrations increased 8.5% for the Milwaukee brand. The gap between Harley-Davidson and Honda was 42.5% in 1983, but has been narrowed to 26.9%.

Saddleback Park has re-opened as of August 3, but official comment from park operator Marv Hendricks was unavailable at presstime. For more information, call 714/639-5832. More details available next week.

Former AMA motocross and hillclimb manager Carroll Chandler moved to Spring, Texas, to work as the track manager for MX promoter Jerry Surber in Conroe, Texas. "I'm working with the local riders and sponsors to build a good image for MX in the area," said Chandler. "It's a 'no pressure' job. We've also been putting a lot of time into getting the track at Lake Whitney Cycle Park back into shape."

Negotiations are underway for a year-around supercross racing program at Bakersfield, California's Mesa Marin Speedway. The races have been run on a regular basis since April, boasting a $2000 purse at each event.

Contrary to what we reported in our July 11 issue, Hugh Parker was the winner of the 125cc Junior class at the Mammoth Mountain Motocross, *not* Curt Trimble.

The WERA/Dunlop Endurance Road Racing Series 24-hour event at Nelson Ledges featured the reflective 3M tape to mark corners that was first used during the 24-hour event at Willow Springs run last June in southern California. Although the tape costs $500 per race, the WERA says it will continue to use the material. "The extra cost of providing the tape is offset by the safety advantages and the acceptability of it to the racers," said WERA Director of Operations Dr. Bill Perkinson, adding, "Our riders felt less intimidated by the track at night and therefore more able to concentrate on the race."

Former 500cc World Motocross Champion Brad Lackey will host a two-day motocross camp for Mini riders August 18-19 at Sand Hill Ranch in Brentwood, California, near the Bay Area. The camp will include riding instruction from "Bad Brad," and physical training info from Dean Miller, as well as three square meals a day. For more information call Badco at 415/943-6405. This edition of Lackey's camp will feature regional Mini MX champ Bobby Moore.

The Invitational Trophy America MX, set for September 30 at New Berlin, New York's Unadilla Valley Sports Center, has been cancelled according to promoter Ward Robinson. "There was no choice but to cancel," said Robinson. "Initially, Insport scheduled their Sacramento Supercross on September 29 which was very bad for us. Then the AMA got them to change their date to September 22, one week earlier. That's even worse, because all the riders would be in California to ride in the round. Who would want to make a 3,000-mile trip back for this event? I'm very disappointed. The riders have lost a good payday and the event had the potential to grow to a $100,000 purse wihin a few years from the $40,000 we were offering this year."

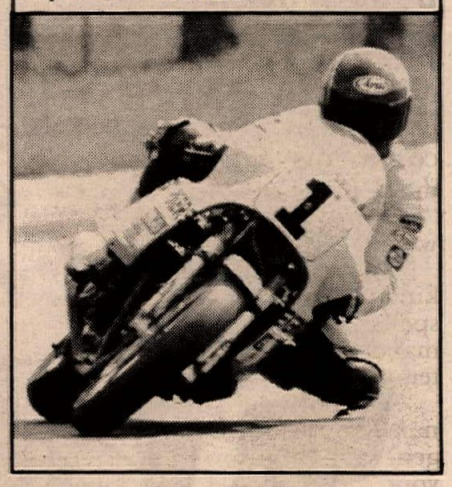
Jacky Vimond (Yam) won both motos in the August 5 250cc MX GP in Rothenthurm, Switzerland, topping Arno Drechsel (KTM) and point leader Heinz Kinigadner. Kinigadner has a 28-point lead over second place Vimond, 232 to 204.

Terry Cunningham (Hus) turned in a 14 point ride to grab the overall win in the August 5 National Enduro in Wellsboro, Pennyslvania. Kevin Hines' (Hus) 18 point score was good for second overall and the AA class win with third overall to defending National Champion Mike Melton (Hus) at 21. Rick David (Hus) was the High Point A winner with a score of 24.

(Continued to page 8)

RISK

By John Ulrich



The phone calls started last week. They were angry phone calls. Indignant voices, strutting with self-importance and outrage.

The subject?

The piece I wrote on the Southern California Professional Bench Racer's Association and their ill-fated ride from Los Angeles to Monterey for the Laguna Seca road races.

The story detailed several crashes on the ride, naming names and bikes.

The callers were not among the crashees.

They were among the nameless others, up in arms.

Not because the ride — perhaps 50 riders blasting up a public highway as fast as they could — was dangerous.

Not because one or two or three of the participants could easily end up underneath a bus, the subject of screaming headlines in the national press, "Three magazine editors killed in street race."

Not because of the alarm the sight of four dozen riders at speed could spread among the populace.

But because they were afraid the story would make it impossible for them to borrow bikes from Kawasaki for next year's ride.

These people didn't get indignant about racers taking dope and ramming others on the racetrack. They didn't much care when John Woo slid into the turn two embankment at Laguna Seca two years ago and died. Or when Bruce Hammer bounced off an Armco barrier at Elkhart Lake. Or when Russ Sanford got pitched out of the California State Department of Parks and Recreation because a memo he wrote might offend gays.

No.

These self-righteous motorcycle industry illuminaries became outraged only when an accurate story of their annual street-race and crash-fest on Highway One perhaps endangered their ability to get a free bike once a year from Kawasaki.

I guess the free bike part is important because without it they'd have to risk crashing their own machines.

Or maybe they don't own motorcycles.

As you may have guessed, I'm not sympathetic.

Race on the racetrack, I say.

If you ride fast on the street, do it solo or in small groups, not in packs or strings of groups or bunches of lunatics on Highway One.

If you can't scam a bike for the ride next year, try something truly revolutionary: Buy your own.

I have nine, and they're wonderful additions to a person's garage. •

Sargent claims "distortion"

By John Ulrich

WESTLAKE VILLAGE, CA, AUG. 6

In an angry phone call to *Cycle News*, Cycle magazine publisher Tom Sargent said that his comments regarding Cycle's move to an all-street format were "distorted" in a story published last week.

"You misspelled my name. What kind of a reporter are you who misspells people's names" Sargent demanded, his voice seething with contempt.

"Not only did you misspell my name, you distorted what I said," Sargent said. "I'm sorry I ever received your call. I should have known to expect that from you."

When asked to write a letter explaining how his comments were distorted, Sargent said "I won't do that because you'll probably distort that, too. And let me tell you something. Don't you ever call Cycle magazine again. You just stay as far as possible away from me. And don't you ever get near anybody from Cycle magazine again, do you understand?"

Sargent, whose name was misspelled as "Sargeant" in last week's story on Cycle's plan to convert to all-street coverage starting with the January 1985 issue, declined to elaborate on how his statements concerning that plan were distorted.

Cycle News stands by the original story and the accuracy of quotes attributed to Sargent. Sargent's comments and the thrust of his statements were not in any way distorted.

The misspelling of Sargent's name was an unfortunate typographical error.

Sargent declined to comment on whether or not Cycle magazine has ever published a misspelling due to a typographical error.

Told of Sargent's comments, *Cycle News* Associate Publisher Skip Johnson said "I'm glad he reads *Cycle News*." •

Drugs and racing

Following up, our duty

By Keith Code

Keith Code's article "Time for a crusade against drugs and racing" appeared in the June 13 issue of Cycle News. *In it Code revealed that he was an addict 16 years ago and talked about the dangerous short and long-term effects of drug use on riders... Editor.*

I want to thank all of the dozens of people who have written, called, shaken my hand and patted me on the back for writing the bit on drugs and racing. To those of you who told me I was brave to expose my past in such a manner, I only want to say that you needn't worry, if I thought that sacrificing my own career in and around the racing game would make it better for all of those guys who come along in the future, I would gladly do it because motorcycle racing is worth it and the future is worth it.

I want to thank the riders and others who have responded to this situation with positive action by reporting racers who they have seen using drugs at the races to club officials. Yes, that is happening. It is good to see it because some of us are realizing that if we don't clean up our own nest, no one else is going to do it for us. *It is* our duty because *it is* our chosen game; no one forces anyone to race. And speaking of duty, let's take our hats off to *Cycle News* and John Ulrich for having the guts to tackle this subject.

Club officials are on the lookout for drugs, riders are looking at each other deciding that they don't want to ride with people who aren't responsible for their actions and, most importantly, there is a beginning to be an awareness among sponsors and promoters that racing will not grow up until the basic unit that we present to the public, the rider, is presentable to the public. Other sports are cleaning up their act with druggies because they see how it affects the public image of their sport. It's easy to see, for everyone but druggies, that drugs make people stupid. You can't present someone who is truly stupid to the public. Uneducated, yes, stupid, no.

Our largest sanctioning body, the AMA, has trouble with this point of riders using drugs. I have discussed it with AMA officials and have been told that the legal implications and potential entanglements make it almost impossible to police the area. Armed guards with the urine samples and certified handling of all the procedures, etc., etc., make it very difficult. An informal test for illegal substances with a warning to the rider would even be worse if that rider then was involved in some accident and the AMA had knowledge of prior use. That would open the door for lawsuits and further complications. By contrast, in Europe on the world GP circuit, riders are tested at the discretion of the race officials. You don't sue the German government or the Italian FIM congress or whoever. They simply tell you to pack it in, that's it. No recourse. I suppose it is one of the great failings of democracy that an individual can have rights and the group cannot. It's the old story of the burglar suing the shop owner because his guard dog bit the burglar. The burglar argued that the shop owner didn't have a sign, Beware of Dog. To many of us, frontier justice still has its place.

Since the original article on Drugs and Racing, I have been barraged with reports on who is and who is not using, on and off the track and if anyone got the idea that I was addressing road racers only, let me set you straight: Drugs are happening on the dirt as well.

I have been approached by some people and asked if I couldn't keep this stuff to myself, that maybe it could be handled in a slightly quieter manner. Forget it; if we have to go through a weeding-out process, let it be done and done now so we can get this show on the road with more Freddie Spencers, Kenny Roberts, Wayne Raineys, Eddie Lawsons, Randy Mamolas and the likes of them in all motorcycle racing sports. These are the guys who are trying to pull racing to the top and they are being constantly dragged down by the rest.

Take those five guys and put them in a room with the press and you have excitement. If you are a druggie/rider, take yourself and four of your friends to the same place and you have boring, boring, boring. The public will not accept that and the media will not be interested because the people who do these sports are just as important, if not more, than the sport itself. And the good guys have charisma and the bad guys don't. Why? Because the good guys have nothing to hide and nothing to be ashamed of and the bad guys do.

You want to see this sport grow? Keep up the good work out there. If you know someone who is using and you don't think it's OK, tell them. If that doesn't do any good tell the club officials — yeah, that's right, *rat* on them. If that doesn't do any good, then tell me, I'll think of something. Perhaps a list of known users printed in *Cycle News* every week would help! •

Against GOVERNMENT B.S.

Raising a ruckus

By Matt Benson

Like the Rodney Dangerfields of the vehicle world, motorcycles just can't get no respect. Ever wonder why? We like to blame our problems on politicians, bureaucrats, safety-crats and environmentalists, but the truth is many of our woes can be found in that piece of plumbing attached to the exhaust end of our engines.

A couple of recent occurrences pointed out this fact vividly to me.

Everybody knows you can't competitively run a motocross bike more than a season or two; after that it's outdated or ready for the slag heap. The survivors find their way onto the trails and the empty lots, as did the RM125 in my neighborhood.

The noise of the Suzuki is acceptable on a racetrack, but when a group of neighborhood teen-agers subjects it to one of their tag-team riding sessions on our township road or in the neighbor's yard, the rat-tat-that echoes off the houses and outbuildings is a din to behold.

Had I not had a cranky two-year-old to contend with during the latest running of the RM, there may have been one less clapped-out motocrosser in the world now. On that occasion, the oldest of the bunch of riders — attired in shorts, sandals, sleeveless shirt and no helmet — set an example for his younger peers to match by making several top-gear, window-rattling passes on the road. Illegal? Antisocial? Only if you get caught.

A few days later I rode to Watkins Glen, New York, for the American round of the world trials series. Along with two friends, we camped in a beautiful state park on a hill above the town. There were many other motorcycles in the crowded campground, and with a blaring exception, all were acceptably quiet.

But on Sunday morning, along about 6:30, our three neighbors fired up their straight-pipe Harleys, allowing them to lump-lump for 10 minutes or more. I enjoy the distinctive sound of a Milwaukee twin, but with each revolution those bikes seemed to get louder and planted the seed of a headache that lasted all day. When the last bike stalled on the way out of the campsite, I made the sort of comment that gets one into barroom fights. But the remark apparently went unnoticed as the straggler relit his engine.

If I, a motorcycling enthusiast of the highest order, can cultivate such intense feelings of dislike (to be diplomatic) over the noise of a motorcycle, it's little wonder that we as a group have an image problem among non-riders. I can only speculate how my neighbors feel about our local RM and my fellow campers over those early-morning Harleys.

Noise, whether it's made by road bikes or off-roaders, is still motorcycling's number-one public relations problem — and it has been pretty much since the beginning of motorcycling. Noise is what tests the mettle of the AMA with bike-ban ordinances, and noise is what raises the blood pressure of backpackers.

If a hiker can't hear you he doesn't know you're in the woods with him, and he won't go to the next Sierra Club meeting to work on a resolution calling for the abolishment of off-road vehicles. Neither will citizens call up their councilmen to demand that motorcycles be banned from their streets if they don't notice your bike among other traffic sounds.

Motorcycles are more powerful than ever. And at the samg time they're quieter. Is there really a need then for a racing four-into-one pipe on your 150-mph street bike? Likewise, if your new enduro bike is quicker than you are through the woods, why install a less-restrictive silencer? My only guess is that it's that old correlation between sound and speed: If it sounds louder, it must be going faster.

Judging by today's motorcycles, it's apparent we can live comfortably with current noise standards. Unfortunately, there are those who feel they can ignore the delicate compromise we won with the U.S. Environmental Protection Agency just a few years ago.

If bikers truly want to be socially accepted and win the respect we clamor for, the best place to start is right at the end of our own tailpipes. It may be a decade old, but the slogan "less sound, more ground" is still valid today. If you want people to treat you as an equal partner on the highways and trails, you've got to have a quiet motorcycle.

Until that happens, we're our own worst enemy. And if progress comes at all, it comes reluctantly. •

August 15, 1984 CYCLE NEWS

CYCLE NEWS WEST

America's weekly motorcycle newspaper

Sharon Clayton, *Publisher*
Mike Klinger, *Comptroller*
Skip Johnson, *Associate Publisher/National Sales Manager*
Caroline Gendry, *Executive Secretary to the Publisher*

Editorial
John Ulrich, *Editor*
Dale Brown, *Senior Editor*
Kit Palmer, *Associate Editor*
Rex Reese, *Feature Editor*

Advertising
Terry Pratt, *Sales Manager*
Mike Spencer, *Sales Manager*
Linda Brown, *Advertising Coordinator*
Nancy Wastell, *Advertising/Editorial Assistant*
Kellie Truelson, *Advertising Assistant*

Graphics and Production
Lori Tyson, *Graphic Artist*
Larry Gill, *Graphic Artist*
Marion Hatashita, *Typesetter*
Sheila Larsen, *Typesetter*
Dennis Greene, *Lab. Tech.*

Accounting/Data Processing
Donna Bryan, *Accounts Receivable Coordinator*
Geneva Repass, *Assistant*

Circulation
Rheba Smith, *Manager*
Michelle Hanna, *Assistant*
Sarah Taylor, *Assistant*
Debbie Walker, *Assistant*
Lyna Hood, *Assistant*

Dealer Sales and Service
Tim Ryan, *Dealer Sales Manager*

Want Ads
Bob Elliott, *Want Ad Sales*

Service and Support
Chris Aitcheson, *Receptionist*
Gregory Hanson, *S&S*

West
2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801-0498
(213) 427-7433; L.A. Line 636-8844.

East
4190 First Ave., Tucker, GA, P.O. Box 805, Tucker, GA 30085-0805.
(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $25 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

Subscription rates: One year, second class mail, $25; two years, second class mail, $45; three years, second class mail $68; 25 weeks, $13. Foreign rates available on request.

Cycle News welcomes unsolicited editorial material including stories, cartoons, photos, etc. Such material, if published, becomes the exclusive property of Cycle News. Such accepted material is subject to revision as is necessary in the sole discretion of Cycle News. Unsolicited material which is not used will be returned if accompanied by a self addressed stamped envelope. All unsolicited material will be handled with reasonable care, however, Cycle News assumes no responsibility for the safety, loss or damage to such material. Reprinting in whole or part only by permission of the publisher. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

Copyright ® Cycle News, Inc. 1984. Trademark Cycle News registered U.S. Patent Office. All rights reserved.

ON THE FRONT PAGE: After his recent Laguna Seca win, we chatted with "King" Kenny Roberts about his future racing plans. Interview begins on page 22. Photo by Patrick Behar.

inside:

TT: Goss goes for it in Santa Fe 6
MILE: Graham styles to Hawthorne win 8
ROAD RACE: Baldwin pockets Pocono victory 12
MOTOCROSS: Ward, Lechien, Bailey top Millville 14
SPEEDWAY: Three Yanks make the grade 16
ENDURANCE ROAD RACE: Team Hammer #1 — again .. 18
HIGH MILEAGE: 557 mpg at Laguna 20
INTERVIEW: Kenny Roberts says he's through — maybe 22
TECHNICAL: Fixing the Husky four-stroke 24
HOP-UP: Make the YZ250E "berm buster" better 26
SPEEDWAY WEEK: Sandona stomps Costa Mesa 28
LOCALS: After the checkers 30

voices

Keep SCORE in Baja

Let's lay the SCORE Barstow race and Mr. Fitzpatrick's unfortunate experiences to rest. Every side in the issue has valid points.

Everyone was stunned with the quickness in which SCORE was able to put on the Barstow replacement race in Lucerne Valley. It took but a week or so. Desert motorcycle clubs and riders are accustomed to nine-month waits for BLM map approvals alone. SCORE's reaction time was miraculous and their effort most commendable.

The recreational and motorcycle racing clubs along with the racers were just not fully advised or prepared for SCORE/Baja type racing in Lucerne.

The motorcycle race by the District-37 club had been approved, planned and advertised months in advance of the week SCORE prerunning began. Both courses overlapped and intersected, though SCORE and the club did an admirable job of alleviating conflict and problems. There were only minimal "close calls" between the non-SCORE motorcyclists and ATVers and the Barstow/Baja racers, but some did occur.

Holding a near surprise SCORE/Baja-type race on a long holiday weekend opened up a whole other can of worms, however. The Lucerne (Camp Rock and Soggy Dry Lake) area is always very popular with recreationalists, particularly on long weekends. These weekend warriors mainly are independent of clubs, race organizers and reading the ads and calendar of events like in *Cycle News*. They camp where a notion suits them, ride and drive in every direction, don't adhere to a time schedule and can't tell the difference between hare and hound course markings and SCORE's. While not members of organized groups, they have equal rights to use of off-road recreational areas.

Sadly, a small percentage of the SCORE racers acted just like they were in Mexico, not in "our" desert. Indeed there were some who startled unaware weekend campers and off-roaders. It was probably these same dull-wits that considered the primary access roads (Camp Rock and Bessemer Mine) practice tracks for their four-wheel race and pit vehicles.

There were numerous reports of recreationalists and D-37 race people having unpleasant experiences, in the desert and on the access roads.

One area where SCORE erred grossly was leaving behind a huge amount of trash, from 55-gallon drums to Kleenex, in the Camp Rock area. Desert motorcycle race clubs, members and most weekenders have been diligent for years in leaving off-road areas cleaner than when they arrived. SCORE and a goodly number of its participants violated a rule, law if you have it, and, sadly, the winds carried immense amounts of trash across the area for miles. This was disgraceful! And unnecessary.

There is a crucial question about the environmental and use compatibility of traditional desert events with Baja-style activities and vehicles. It may very well be in all our best concerns to keep Baja racing in its home, Baja.

NAME WITHHELD BY REQUEST
Glendale, CA

AFM Six-Hour scoring

In response to the letter by Rick Mitchell (no relation) published in your August 1 issue, I believe that the scoring team the AFM has hired for the last several years has done a very professional job. They have enabled the AFM to post reliable results much sooner and with far fewer problems for all involved than was possible in prior years.

If Rick Mitchell had read the second page of the six-hour program he would have found the procedure to follow and the person to contact in order to register his protest. If it is a scoring protest, it should be relayed to the scoring director by the referee for whatever action is appropriate. Either the results would stand as posted, or, if a race team could show evidence for their position and fault could be found with the AFM's charts, the results would be changed.

However, Rick Mitchell's race team lap charts contain errors. A review of Rick Mitchell's team charts showed the following:

He stated that he completed 211 laps and his charts show 211 laps completed; but his charts clearly show lap 1 as the warm-up lap and lap 2 as the start of the race (this leaves 210 laps); his charts do not list lap 19 nor do they list lap 166 (this leaves 208 laps); there are no times listed for laps 20, 21, 59, 139, 140, 142, 143, 148, 149, 176, 177, 190, or 191; all times are listed as lap times and not as cumulative times (lap times are much easier to "invent" and much harder to correlate to the AFM's lap charts).

Regarding the 1981 Six-Hour race, Rick Mitchell could have made all the "waves" he wanted, but if the paperwork had not backed him up he would not have improved his finish position. I think the AFM's present scoring system works, it is responsive to reasonable protests, and it gets the results out fast.

A suggestion for future racers keeping independent records they may wish to submit (because they are protesting scoring results) at the AFM Six-Hour races would be to obtain the services of a few people to keep the team lap charts. These people should preferably have no other duties that would interfere with their ability to keep accurate charts. The charts should have accurate lap counts. The times should be cumulative starting when the race starts (not the warm-up lap) and ending when your bike crosses the finish line at the end of the race and takes the checkered flag. Each time the bike enters the pits the charts should state so, and also indicate a long lap that reflects the time spent in the pits plus the actual time to complete the lap. The charts should be signed and the laps each person is responsible for keeping should be noted.

JAMES MITCHELL
Scoring Director
AFM/LA Chapter
Santa Ana, CA

Shobert fan

It's time that a Bubba Shobert fan expressed feelings on the Terry Poovey trauma. Terry is obviously holding a grudge against Bubba since Bubba first got the Ken Parker ride in 1983 and was chosen by American Honda to ride the 1984 season.

It is obvious also that Terry has tried to stuff — if that's the word he likes to use — Bubba more than once. I have been watching Bubba ride for a lot of years and he has always been a clean rider. Bubba values his life as well as others and keeps his emotions away from the racetrack. This one thing in Bubba's record is the true meaning of sportsmanship.

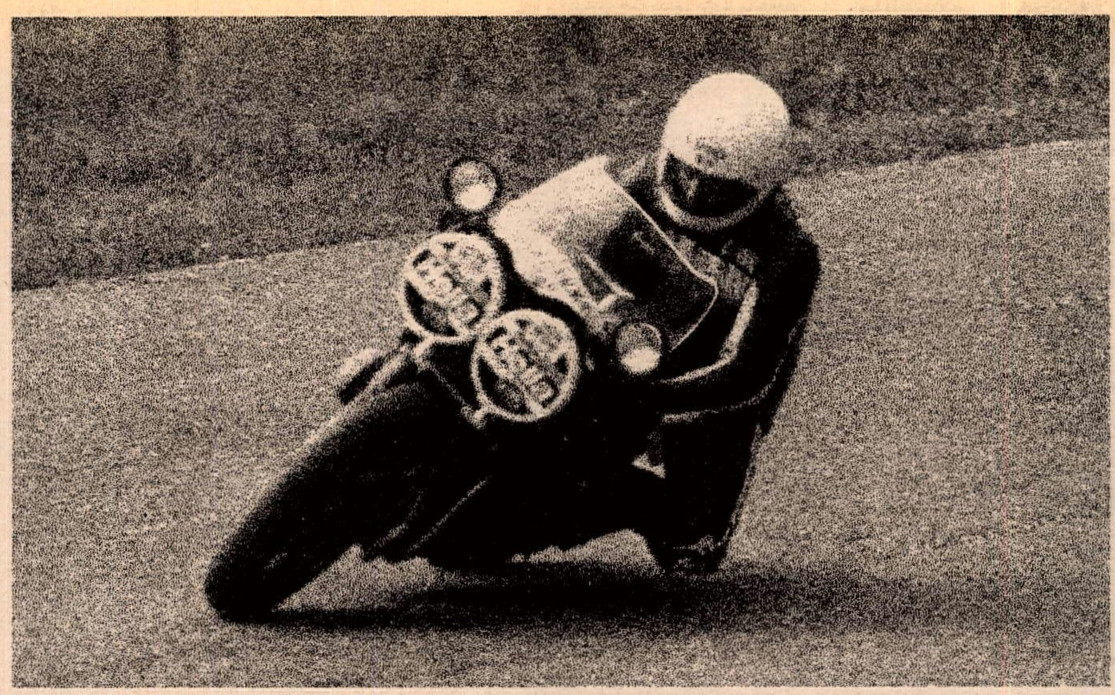
AMA officials should look back at Terry's record and then they might see who is "clean" and who is *not*.

Thanks to Gene Romero for a great job. And to Terry Poovey — go home and let the rest live to ride and ride to live.

JAN PERKINS
La Palma, CA

Shobert attacked Poovey hours after the alleged on-track incident, smashing Poovey's sunglasses and causing Poovey's eye to be cut. No suspension is long enough, no fine big enough for such a criminal act. Shobert should have lost his license for the year...Editor.

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.



SUZUKI FINISHES MILES & MILES & MILES & MILES &

MILES & MILES & MILES & MILES & MILES
MILES & MILES & MILES & MILES & MILES
MILES & MILES & MILES & MILES & MILES
MILES & MILES & MILES & MILES & MILES
MILES & MILES & MILES & MILES & MILES
MILES & MILES & MILES & MILES & MILES
MILES & MILES & MILES & MILES & MILES
MILES & MILES & MILES & MILES & MILES
MILES & MILES & MILES & MILES & MILES
MILES & MILES & MILES & MILES & MILES

AHEAD OF THE COMPETITION.

Team Hammer rode all day and night at Nelson Ledges last week, and when it was over they were 54 miles ahead of the team that finished second. Not 54 yards, or even 54 bike lengths. But 54 miles.

They pounded out 985 laps on their GS1150-powered Suzuki and finished 27 laps ahead of everyone else. And the win came off like clockwork. Their Suzuki powerplant performed flawlessly every hour of the 24-hour race.

The other heavyweights have had to endure a lot since Team Hammer entered the WERA Endurance Series. Because the team that's Suzuki-powered has won every race they've entered this year. If you think the competition has a long way to go to catch Team Hammer, you've hit the nail right on the head.

SUZUKI

The Supplier of Motorcycles and All-Terrain Vehicles to the 1984 Olympic Games.

© 1980 L.A. Olympic Committee

The Sensation of Winning.

S U Z U K I

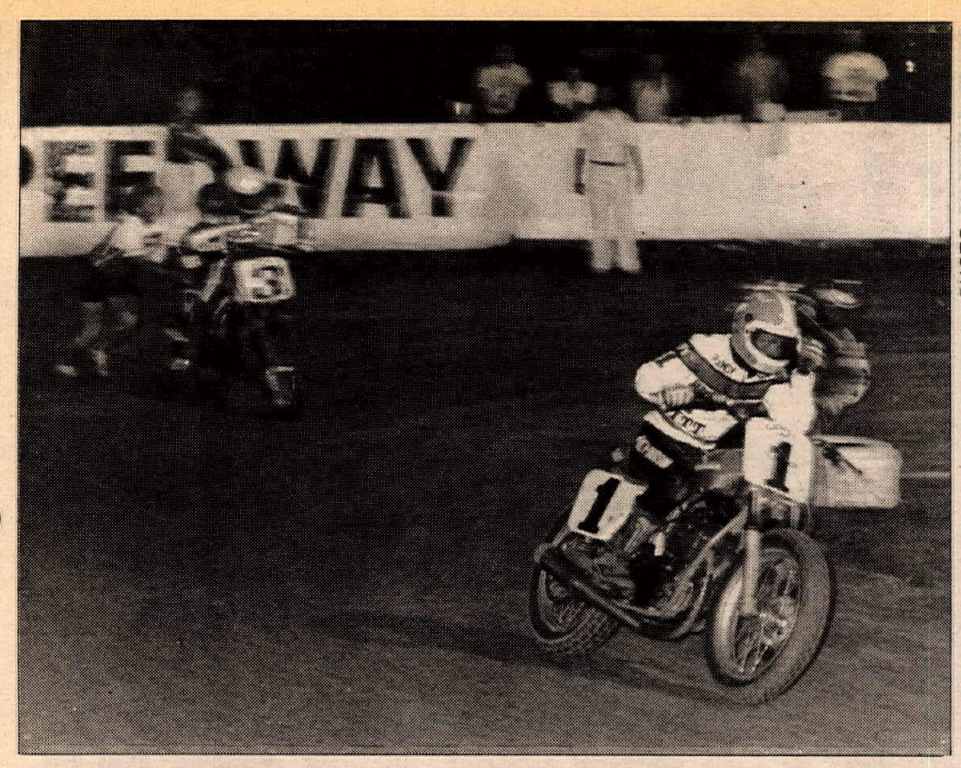


PHOTO BY BERT SHEPARD

The pivotal moment: Randy Goss rides away while Ricky Graham struggles to restart after they crashed together. Goss won; Graham was fifth.

AMA Grand National Championship/Camel Pro Series: Round 19

Goss bounces back in Santa Fe TT

By Gary Van Voorhis

HINSDALE, IL, AUG. 3-4

Randy Goss showed the drive of a champion with a gritty, never-give-up, come-from-behind ride in the Santa Fe TT National. Goss, involved in an accident with arch rival Ricky Graham at the beginning of the sixth lap of the 25-lap event, tactfully picked his way through traffic to grab the lead from Mickey Fay with less than two laps to go and then take the win.

Fay, riding the Harley-Davidson 500R of sidelined Jay Springsteen, finished second, a short distance behind teammate Goss. Rounding out the top three was Wood-Rotax-mounted veteran Alex Jorgensen.

Terry Poovey, aboard a Honda, scored his best-ever finish in a TT National with a fourth, while Honda's Ricky Graham fought his way back from the accident with Goss which put them both down to post a fifth place finish.

The action packed ride by Goss electrified the fans as few, if any, believed he could come back from the spill and win.

It was one week ago that Goss and Graham went into the DuQuoin Mile National tied at the top of the point standings. The Bubba Shobert appeal decision that moved Goss up to first in the Hagerstown Half Mile results, Graham's no points ride at DuQuoin, coupled with Goss' win and Graham's fifth tonight scrambled things around enough that Goss held the lead over Graham, 185 to 161, as the pair left the track.

Time Trials

After a delay of nearly four hours to groom the track after an afternoon rain storm had left it under water, qualifying got underway at 9:30 p.m. Goss, warming up to the tacky track, cut the fastest qualifying lap with a 40.231 second time. Fay, going out late in the qualifying session, bumped Graham from second spot with Pete Hames and Poovey rounding out the top five.

Rick Weir, at 42.717, was the 48th and final qualifier as 62 Experts took time trial laps.

Heats

Goss took the lead off the line in the first of the four 10-lap heats from which the top three finishers would advance to the National.

Poovey, not known as a strong TT rider, proved those who thought so wrong as he quickly moved into second to put some pressure on Goss. As the laps wore down, Poovey inched closer and for the final two laps shadowed Goss waiting for a slip that never happened.

Third, behind winner Goss and runner-up Poovey, went to rookie Expert Dan Bennett. That put the Oregon rider, who was riding a Megacycle/Knight/Red Line-sponsored Honda, into the first National of his career.

Billy Herndon came within a bike-length of taking third from Bennett at the flag.

The heat would prove to be the fastest of the night, giving Goss his choice of starting positions for the National.

Ronnie Jones led the start of heat two, but Fay and his Bill Werner-tuned Harley were in command for good by the end of the first lap.

Steve Eklund, a double TT National winner and the holder of the one lap and 25 lap TT records at the Chicago-area track, hustled past Jones for second on lap four. At the same time, Honda's Doug Chandler had his chain come off in the infield and he lost two laps before he got going again.

Fay, winner of last year's TT National at Santa Fe, led Eklund to the finish while Jones, the 1980 National winner, held off the last lap charge by Dan Ingram to take third.

The third heat belonged to former Grand National Champion Graham. He rolled his factory Honda into the lead off the start and proceeded to stretch that lead and go on for an easy win.

While Graham was sailing along out front, Jorgensen, on his Pioneer Trucking/Storz/Macedo Construction-sponsored Wood-Rotax, spent the opening laps of the heat race cutting his way through traffic after a seventh place start. By lap three, Jorgensen was into third via some slick maneuvering in the infield portion of the track. Mike Gilkey, aboard the Lloyd Schwartz-owned Yamaha, fell prey to Jorgensen's charge on lap five and the top three were set. Jorgensen tried his best to close the gap on winner Graham, but fell short. Gilkey was a safe third.

An erratic start on the first turn of the green light in heat four brought out the red flag. On the restart, holeshot artist Scott Pearson timed the light perfectly and led the field into turn one. Ted Boody was on Pearson's rear wheel with Jimmy Filice and Rich Arnaiz a heartbeat behind.

The front four played rubberband for the first five laps until Pearson and Boody broke away and left Filice in a lonely third. Pearson continued to hold command and took the win with Boody in tow. Filice began to get pressure from Hames in the closing laps and on the final lap Hames got underneath him in turns three/four. But Hames had built up too much speed and couldn't hold his line with the end result being Filice beating him to the flag for third.

Semis

Chandler, an alternate for the first semi, got into the field when two riders scratched. Scott Parker, eighth in his heat after a get-off, like Chandler was looking to take the win since only the victor in each of the two semis would go to the National.

Ingram led from the start with Chandler, after a bad start, closing in the final laps. Parker took himself out of contention in a crash.

Initially, Tim Mertens and Herndon had a duel for second until Chandler made their battle one for third. Chandler's night ended on the final lap when he challenged Ingram for the lead over the smaller of two infield jumps, hit a tire that was serving as a track boundary marker, and cartwheeled off the track. He hit hard, but was quickly up and then left the track for a nearby airport where he had a chartered airplane waiting to take him to Pennsylvania for Saturday's Pocono Road Race National and then back to Chicago for Sunday's Hawthorne Mile.

Ingram and his Babe DeMay Harley went on to win and advance to the National.

Hames was in command of semi two from the exit of the infield on lap one to the checkered flag. He took advantage of a five-rider duel for second, which was led by Jon Cornwell, to pull away to a comfortable margin of victory.

Last Chance Qualifier

Herndon finally put it all together in the LCQ to earn the last ticket to the National. The Texan held command of the front running position from start to finish. Parker charged his way to second and was beginning to reel in Herndon when his third get-off of the meet ended his night.

Junior National

Chris Carr, aboard the Ron Wood Racing 560cc Wood-Rotax, began his total domination of the Junior portion of the program in time trials when he qualified over 1.3 seconds faster than the next quickest rider.

Carr added to his credentials as the top Junior on the circuit by winning his heat race by a margin of victory of 12 seconds — picked up in a short six lap race.

The 12-lap Junior National was another runaway for Carr. So much so, that he was wheelieing and waving to the crowd from the second lap on.

"I guess it was just my night," was the understatement from Carr following his third straight Junior National victory.

National

The hour may have been after midnight, but there weren't any riders yawning on the grid for the National. Goss selected the grandstand pole position with Graham, Pearson, Poovey, Eklund and Fay alongside on the front row of the 6/6/3 rider grid.

Graham took command on the start, followed by Fay, Goss, Pearson, Poovey, Eklund and Gilkey with the rest of the field following in close order. A battle for the lead quickly developed among Graham, Fay and Goss with Goss moving to second with an infield pass of Fay on the third lap of the 25-lap race.

Goss immediately began to close on Graham, hounding him throughout the fourth and fifth laps. As the pair approached the entrance to the infield on lap six, Graham lost the front end and slid down. Goss, right on his rear tire, had no place to go, hit Grahan and also went down. Fay alertly avoided the tangle and took over the lead while Goss and Graham struggled to untangle themselves and their bikes.

"Ricky hit a slick spot and went down in sort of a slow motion thing," Goss would relate after the race. "I had to stand on his bike to get mine up and while I knew that was preventing him from picking his bike up, I said to myself, 'Hold on, Ricky, mine's first!' I had the clutch in when I went down and had kept the engine running. I didn't know what position I was in when I got back racing, so I just gassed it. I got out of shape a few times, but then I got it all together."

"I just wanted to make things interesting," quipped Graham later, but he wasn't smiling when he said it.

Graham hurried to start his bike with help from the Honda crew. They partially blocked the track and hampered a few riders, most noticeably Herndon. Graham got back underway in about 12th position.

Fay, in a pre-race interview said he felt he would win the National for the second year in a row. He looked set to do just that as he quickly opened up a comfortable lead following the Goss/Graham collision.

Behind leader Fay came Poovey, Eklund, Jorgensen, Pearson, Gilkey and Goss with Goss moving to fifth one lap later via a display of masterful passing in the infield.

The positions remained the same through the 10th lap, although it was now a four-rider clump of Poovey, Eklund, Jorgensen and Goss following Fay.

Goss was charging and onlookers were speculating as to just how high up in the running order he could possibly finish. On lap 14, the champ picked up two positions to move into third ahead of Jorgensen and Eklund and set his sights on Poovey, the only rider between himself and leader Fay. While Goss was on the move, Gra-

ham was momentarily mired in tight pack of traffic and running ninth.

Goss took second away from Poovey on lap 15 with Jorgensen dropping the Texan to fourth on the same lap. The top three finishers were at the front, but the drama was just beginning.

The final 10 laps saw Goss, who seems to reach deep down within himself for a gold medal performance when the chips are down, bring the crowd to its feet. He attacked the track, gaining a foot or two here, a yard or two there, to slowly (in time) and rapidly (in speed) close up on Fay. Behind the top three, Poovey was fighting to hold off Eklund, while Graham was steadily moving forward and led a battle for sixth.

When starter Steve Faraci gave the sign that there were just five laps to go, Goss was well within striking distance of Fay, who was guarding his line the best he could. Jorgensen was a safe third with Poovey, Eklund and Graham following in that order.

Pearson, with transmission problems, slowed while Ronnie Jones had front brake problems end his charge.

Fay and Goss had the crowd screaming on lap 22 as the margin between them alternated from less than a bikelength to nearly five lengths at different parts of the track. Goss' line through the infield seemed to be the stronger and as the pair entered the infield on lap 23, Goss got a wheel inside as the two headed to the first infield jump. He landed almost alongside of Fay and then scooted on the inside line to the tightest turn — a right hander — and took the lead. The crowd was going nuts and cheering Goss on.

The final two laps for the leaders were anticlimatic as Goss immediately opened up a 20-bikelength advantage over Fay.

Goss, with his fist in the air, took the checkered flag and immediately pulled to a stop by the pit entrance to allow his wife Vicky to hop on back of the factory Harley to accompany him on his cool-off lap and victory lap with the checkered flag.

Fay followed Goss across the finish line, with Jorgensen next home with no challenge behind him. Poovey's fourth place finish wasn't as comfortable as Graham pulled out all the stops on the final lap to steal fifth from Eklund and then pressure Poovey to the line.

"I never gave up," said Goss after he removed his helmet and gave tuner Brent Thompson a bear hug. "I never even thought I didn't have a chance to win. The accident was a set back, but it was in the first few laps so I felt I had some time to get back into the fight."

"Randy is fast, he's on the bubble and he's going for it," said Fay of his defeat by teammate Goss. "I can honestly say that if I had to get lose to someone I don't mind that it was Randy who did it. Of course, I'm disappointed I didn't win, but it was still a good race.'

"Considering I had to come from a second row start, I think I did pretty good," said Jorgensen. "I had to fight my way through traffic and that took some time. It was quite a race."

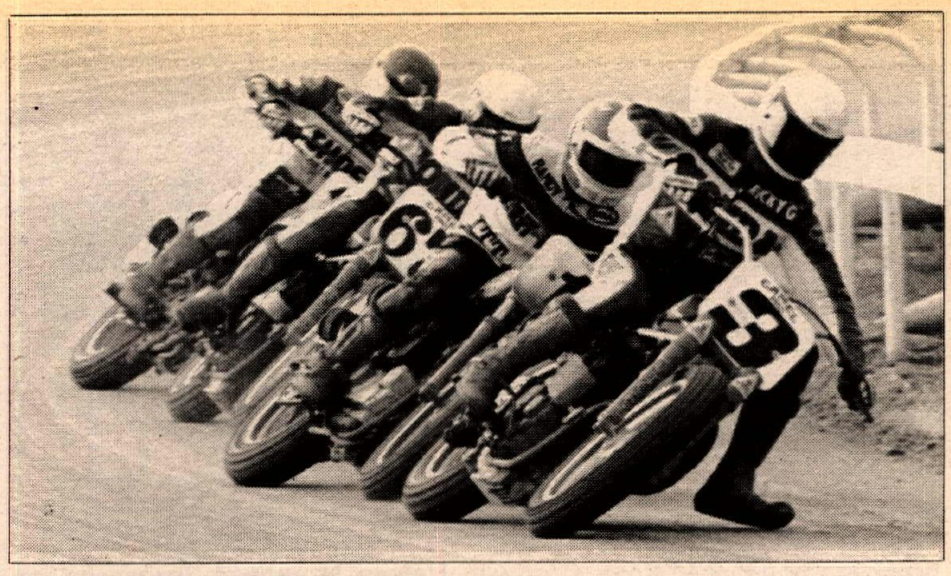
The mother of the winner summed up the feelings of those who had watched what was one of the most exciting races in a long time when she threw her arms around Randy and said, "Damn, did you ride a race!"

Results

25-LAP NATIONAL: 1. Randy Goss (H-D); 2. Mickey Fay (H-D); 3. Alex Jorgensen (W-R); 4. Terry Poovey (Hon); 5. Ricky Graham (Hon); 6. Steve Eklund (H-D); 7. Ted Boody (H-D); 8. Dan Ingram (H-D); 9. Dan Bennett (Hon); 10. Billy Herndon (Rtx); 11. Ronnie Jones (W-R); 12. Scott Pearson (Hon); 13. Pete Hames (H-D); 14. Mike Gilkey (Yam); 15. Jimmy Filice (H-D).
TIME: 16 min., 452.839 sec.

PHOTOS BY BERT SHEPARD

(Above) Graham and Goss celebrate. (Below) Goss' worn rear tire.



Graham leads Goss, Shobert and Poovey in the National. Shobert took second from Goss; Poovey DNF, and Graham won.

AMA Grand National Championship/ Camel Pro Series: Round 21

Hawthorne Mile sizzler to Graham

By Gary Van Voorhis

STICKNEY, IL, AUG. 5

Ricky Graham led Honda teammate Bubba Shobert to a one-two finish over Harley-Davidson's Randy Goss in the shortened Hawthorne Mile National. Excessive tire wear due to a very abrasive track surface and high temperatures combined to present a situation where rider safety dictated the scheduled 25 laps be cut to 16 for the National. Even then it was nearly too much as both Graham and Shobert finished with no tread left on their tires while Goss' rear tire was showing the second layer of cord in places.

Fourth place finisher Doug Chandler's rear tire was also down to the second layer of cord in spots while Harley-Davidson rider Jimmy Filice, who followed Honda's Chandler in fifth, had a rear tire which looked unworn in comparison to the others.

Graham took the win from Shobert in the final feet before the checkered flag in a draft and pass maneuver while Goss followed about eight bikelengths back. Shobert, suspended for six consecutive Nationals for a fight involving Terry Poovey at the July 7 St. Louis Short Track National, was back in action. The rescheduled Pocono Road Race on August 4 marked the final race of his suspension.

Goss, who came to Hawthorne with a 24 point lead over Graham, saw that shrink to 17, 198 points to 181. Chandler, with 144 and Boody at 138, moved into third and fourth in the standings. Scott Parker's 16th place finish earned him no points and he slipped from third to fifth at 135.

Time trials

Track grooming of the Hawthorne Race Course oval extended one hour, 30 minutes past the scheduled start of practice, and practice was cut to two five lap sessions per rider. "It was barely enough time to scuff in tires, decide on the best gearing combination and everything else you need to do for a mile," said a disgruntled Gary Scott.

In addition to the shortened practice time, Hawthorne marked the first National that Goodyear tires were no longer approved for racing. The company no longer manufactures dirt track tires and withdrew their AMA manufacturer's approval of the supplies still left. The riders had a choice of Carlisle or any DOT tire approved for road use.

Normally, time trials are run on a first out, first on the track basis. At Hawthorne, the riders drew for the position they would attempt to qualify in. Some griped about their late draws, but Shobert, who ended up the quickest, was near the end of the 69 riders who attempted to make the 48-rider National field. Shobert cut a 37.763 second lap to edge Chandler's 37.771 with Graham, Terry Poovey and Hank Scott rounding out the top five. Randy Triplett, at 39.505, was the 48th qualifier.

Heats

Shobert turned his strong start in heat one into a comfortable lead by the third lap. The early Ted Boody/ Steve Morehead battle for second was soon joined by Jimmy Filice and Pete Hames with Hank Scott and Steve Eklund then making it a six-rider battle. On lap seven, Morehead slipped off the groove and before he could get back to where the traction was he found himself in ninth. Filice drafted his way to the front of the second place battle and held Boody, Hames, Scott and Eklund in tow as the field started the final lap. Shobert won easily, but Filice had to draft Boody at the finish for second after Boody grabbed the position earlier in the final lap with a turn three pass.

The first half of the second heat saw Chandler and Goss swapping the lead as the two headed into turns one and three with each using the draft to its maximum. Behind them, Alex Jorgensen pushed his XR into third and broke away from a raging battle behind him. Goss began to inch away from Chandler on lap six and moved far enough away in the final laps that Chandler couldn't catch his draft and challenge. Mickey Fay, aboard Jay Springsteen's factory Harley, edged Rich Arnaiz in a to-the-flag battle for fourth.

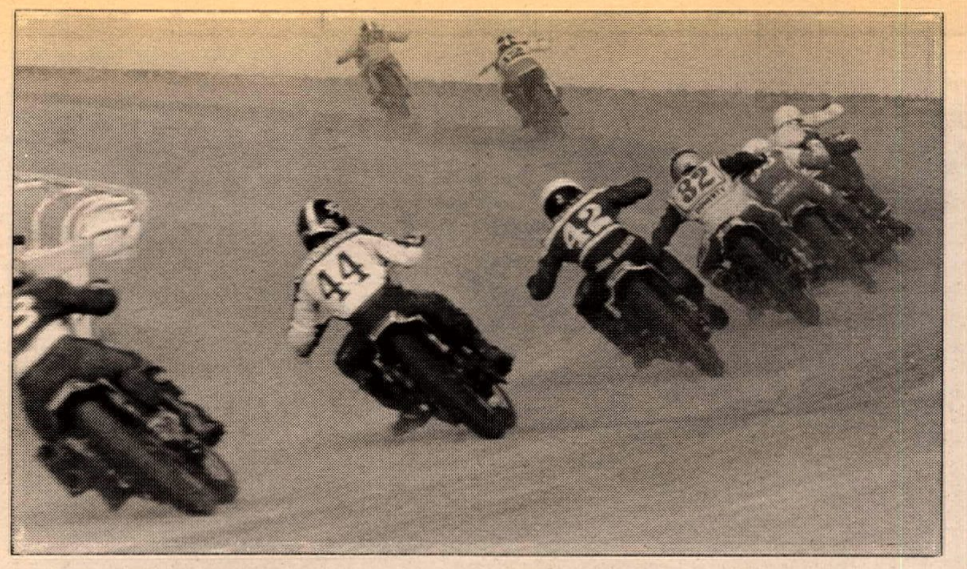
It took three starts to get the third heat on the way. The first start saw Greg Wagenknecht crash, unhurt, and a complete restart was called for. Graham, who had led the two laps run, changed to a different rear tire before the second start. A false start brought out another red flag, but on the third try everything was clean and Graham set out on a one rider voyage from start to finish to post the fastest heat win and take the pole position for the National. Scott Parker and Peter Hook engaged in a duel for second after the two pushed Scott Pearson back to fourth. Hook then slipped off the groove, allowing Pearson back into the fight. Hook recovered quickly, but now had Tim Mertens for company. The four continued to battle for second until the final lap when Parker pulled out about 10 lengths and left Hook to draft his way into the National by a slim margin over Pearson and Mertens.

The fourth heat shaped up to be the privateers-only heat with no factory supported riders in the line-up. Poovey went to the front off the start with Gary Scott, using a Metzeler rear tire in a gamble to see if and how one would work, in tow. Garth Brow, on the Mert Lawwill-tuned Electro West XR, and Deeley Harley-Davidson's Jon Cornwell took up the battle for third. Poovey's lead dwindled in the final five laps with Brow and Cornwell coming on strong as Scott's rear tire began to give him handling problems. Scott dropped to fourth on the final lap while Brow held off Cornwell's challenge in the sprint to the finish. Poovey's worn rear tire gave him enough traction to take the win.

The AMA tech crew, referee Duke Olliges and AMA's Bill Boyce all spent time in the pits talking to riders and checking tire wear. The checking continued through the semis and Last Chance Qualifier.

Semis

Two transfers to the National were up for grabs from each of the two semis. Fay's lead of semi one was short-lived as Hames forged his way past before the end of lap one and set out to lead the next five laps. Hank Scott inched his way closer and took the lead on lap six, only to have Hames grab it right back. Morehead and Eklund then joined the fray. Scott led lap eight, Hames took it back on lap nine. Scott and Morehead then dropped Hames to third



Brow and Boody lead Hook, Cornwell, Hames, Morehead, Jorgensen and Mertens in midfield action from the National.

and went to the finish side-by-side in the closest finish of the day with the advantage, by an inch or two, to Morehead.

Pearson and Mertens were joined by Gary Scott in a battle for the lead in semi two. Mertens took command on laps four through seven with Pearson following, and Scott on hold in third. Pearson and Mertens then engaged in some drafting strategy on the front straight to see who would get the advantage at the finish. Scott lost the draft of the front two in the final two laps. Mertens led Pearson through turn one on the final lap, holding off Pearson's challenge in turn three. However, Mertens couldn't contain Pearson's charge to the flag and he came up two feet short at the finish line in second. Both transferred to the National.

Last Chance Qualifier

Hames didn't wait around in the LCQ. He led from start-to-finish although he was challenged in the late laps by Mike Hilley and then Arnaiz. It appeared Arnaiz might have the horsepower to catch Hames, but he coasted into the pits one lap from the end and Hames cruised to the win and the final ticket to the National.

Junior National

Chris Carr continued his domination on the mile as he collected his fourth straight National win and third consecutive victory on the mile. Following Carr to winner's circle for the second straight time in mile Nationals was Harley-Davidson of North Texas XR rider Duane Duvall. Roger Thompson, on another restricted XR750, finished third on the Mike Mockbee owned and tuned entry.

Carr proved convincingly that his Wood-Rotax four-stroke 500cc single was the way to go. "A track like this gives a bike like mine an advantage," said Carr after the race. "I was shifting down to fourth going into turns one and three and that allowed me to get a better drive off the corners. I was upshifting about a third of the way down the straights."

"Chris is really fast, but I'm going to catch up with him one of these days," said Duvall.

Thompson's third place came at the expense of rival Don Estep. The two engaged in a drag race to the finish from turn four and Estep pounded his handlebars in frustration as Thompson slipped by for third with scant feet to go.

National

There was plenty of discussion on tire wear prior to the start of the National with proposals by riders ranging from a full 25 laps to running 12 laps and then stopping the race to change tires before having a second sprint, this time 13 laps, to the checkered flag. It was finally decided that 16 laps would be the maximum the race should go. In retrospect, that was nearly too long for a safe race.

"The track surface is very abrasive and similar to running Louisville in the daytime," said Boody. "Louisville's surface would shred the hardest compound you could use in only 10 laps and that's on a half mile. This is a mile so the problems are more than doubled." Boody and Tex Peel hedged their bet and Boody's bike was shod on the rear with a Dunlop Sport Elite (DOT-approved street tire) for the National.

Some riders, Terry Poovey among them, chose to alter their engine/gearing combinations so as not to have as much tire eating acceleration coming off the turns.

Lap money, at $343 per in the shortened KK Motorcycle Supply/Cycle magazine-sponsored National, put $5500 up for grabs. A rider leading every lap could earn $700 more in lap money than the $4,800 the race paid to win.

Spare rear tires were a common sight as the 17 riders and crews made their way to the grid. The Hawthorne course, two long, long straights joined by short, tight turns, has the finish line at the end of the front straight rather than in an area near the middle. Thus, an increased advantage to the riders behind the pack leader in a drafting situation.

Graham led at the end of lap one and the race was on. Shobert, Goss, Poovey, Chandler, Filice, Parker, Brow, Boody, Hook and Cornwell followed in a string. Shobert challenged Graham on lap two and then took the lead on lap three, sweeping past as the field headed into turn one. Goss and Poovey were engaged in a battle for third with Chandler ahead of a Parker/Filice duel followed by a similar one between Brow and Boody.

Goss swooped into the lead entering turn one to begin lap six. Graham had led across the start/finish line with Goss holding on the gas a fraction of a second longer. Graham stormed back to first on the back straight with Shobert zipping by both at the end of the lap.

By lap eight, the halfway point, the top three had broken away from the rest of the field and established a good lead. Poovey was beginning to feel heat from Chandler with Filice in fifth ahead of Parker as Boody led a six rider fight for eighth.

Shobert, Graham and Goss traded positions at will all over the track with Goss letting everything hang out in order not to lose the draft of the Hondas. The electrifying battle, conducted full tilt on rapidly wearing tires, was a masterful display of racing technique by all three.

On lap 10, Poovey made his move to reel in the leaders and closed momentarily on Shobert, getting close enough to mount a challenge before dropping back. Parker was the first rider to greatly reduce his speed after realizing his rear tire was giving him little or no traction and was worn to a frazzle. He slowly drifted backward. His tire blew just after he took the checkered flag.

Chandler and Filice were moving toward the front and the two were right on Poovey's rear tire on lap 13. Boody was reeling in Parker for seventh with Brow and Hames following. Jorgensen led a pack containing Cornwell, Pearson and Hook, with Mertens, Morehead and Hank Scott behind.

Poovey retired on lap 14 with a broken engine. His luck was both bad and good since a check of his rear tire showed it was totally worn out.

Up front, the battle raged among Goss, Shobert and Graham in whatever order you like depending on their position on the track. Goss led the start of the final lap, but slowed as he exited turn two and Shobert and Graham moved past. Shobert led into turn three and off turn four, but didn't hold off Graham's charge and came up about two feet short at the finish. Goss was 10 bikelengths behind. Poovey's retirement made the Chandler/Filice battle one for fourth and Chandler came out on top of that. Boody took sixth while Hames held Jorgensen at bay for eighth. Cornwell and Pearson rounded out the top 10.

"I worried a lot about the tire problem," said Goss. "I knew Ricky was having problems because he was slipping around in the turns. The groove was quite narrow and if you slipped off into the powder it was all over. I slowed a bit on the final lap to play it safe."

"I thought I had enough steam to hold off Ricky at the finish," said Shobert. "I guess I played it a bit too careful on the final lap in turns three and four. We were really running close together out there, but we never touched."

"This has to be one of the closest races on a mile I've ever been in," said Graham. "There was a fine line between going as fast as possible and still being able to stay on the groove. When you run that close together you have to trust the other riders. We all knew what we were doing. Nobody was going to make a foolish move because one slip and we would all have been up in the dust off the groove." •

Results

16-LAP NATIONAL: 1. Ricky Graham (Hon); 2. Bubba Shobert (Hon); 3. Randy Goss (H-D); 4. Doug Chandler (Hon); 5. Jimmy Filice (H-D); 6. Ted Boody (H-D); 7. Pete Hames (H-D); 8. Alex Jorgensen (H-D); 9. Jon Cornwell (H-D); 10. Scott Pearson (H-D); 11. Garth Brow (H-D); 12. Tim Mertens (H-D); 13. Steve Morehead (H-D); 14. Hank Scott (H-D); 15. Peter Hook (H-D); 16. Scott Parker (H-D); 17. Terry Poovey (H-D).
TIME: 10 min., 1.763 secs.
AVERAGE SPEED: 95.71 mph.

12-LAP JUNIOR NATIONAL: 1. Chris Carr (W-R); 2. Duane Duvall (H-D); 3. Roger Thompson (H-D); 4. Don Estep (H-D); 5. David Miller (H-D); 6. Ken Maynard (H-D); 7. Mike Arthur (Rot); 8. Chad Felicio (W-R); 9. Tim Hampton (H-D); 10. Monte Hill (H-D); 11. Joel Green (H-D); 12. Brad Furlong (C-A).
TIME: 7 min., 48.118 secs.
AVERAGE SPEED: 92.284 mph.

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES: 1. Randy Goss (198); 2. Ricky Graham (181); 3. Doug Chandler (144); 4. Ted Boody (138); 5. Scott Parker (135); 6. Alex Jorgensen (108); 7. Bubba Shobert (105); 8. Terry Poovey (80); 9. Mike Baldwin (77); 10. Steve Morehead (74); 11. Pete Hames (7); 12. Jimmy Filice (56); 13. Scott Pearson (55); 14. Hank Scott (54); 15. (TIE) Steve Eklund/Gary Scott (48); 17. Wes Cooley (47) 18. Rich Schlater (42); 19. Kenny Roberts (40); 20. Jay Springsteen (39).

JR NATIONAL CHAMPIONSHIP: 1. Chris Carr (249); 2. Don Estep (165); 3. Duane Duvall (147); 4. Roger Thompson (138); 5. Mike Arthur (106); 6. David Miller (84); 7. Chad Filicio (72); 8. Randy Bird (52); 9. Jim Teves (42); 10. Robert McDonnell (39).

12-LAP JR NATIONAL TT: 1. Chris Carr (W-R); 2. David Miller (Hon); 3. Mike Arthur (Rot); 4. Bob Russell (W-R); 5. Chad Filicio (W-R); 6. Jeff Jones (Yam); 7. Monte Hill (Hon); 8. Bruce Vought (C-A); 9. Louis Gerencer (H-D); 10. Robert Lewis (Rot); 11. Tim Perkens (Yam); 12. Wade Camlin (Yam).

The Latest Poop

(Continued from page 2)

IN MEMORIAM: AFM racer Joe Ghadiri died late Thursday in the intensive care unit of Santa Rosa Community Hospital after colliding with another rider in turn three at Sears Point Raceway on July 29. Cards and letters can be sent to his family c/o AFM North, 1134 Crane, Ste. F-6, Menlo Park, CA 94025.

A few issues ago we reported that three American motocrossers — Phil Larson, Eric Eaton and Eric McKenna — would be going to Europe for three final 500cc Motocross Grands Prix. Only Larson made the field in the July 22 round at Hawkstone Park in England, after the other two riders suffered minor injuries before the race began. Although Larson didn't place in the points, he was doing one-handed leaps over a double jump that only five other riders were able to clear.

Dave Thorpe (Hon) won the August 5 500cc MX GP in Femme, Belgium, with a 1-1 score, while Andre Malherbe (Hon) finished second overall after a 2-3 day. Georges Jobe was third overall with a 4-2. Malherbe leads the championship chase over Jobe, 346 to 325. Thorpe holds third at 309. One round remains in the series.

The California State Senate confirmed the appointment of William Briner as Director of the State Parks and Recreation Department on August 6. The vote was 21 to 20; off-roaders in Sacramento say that the closeness of the vote was indicative of OHV enthusiasts' disatisfaction with Briner's recent stewardship of the Department.

1979 500cc World Motocross Champion Graham Noyce sent shock waves reverberating through his native England when he announced his retirement on July 23. After leaving KTM midway through this season, Noyce had picked up a ride on year-old works Hondas, but then he missed the British GP and made the annoucement. Noyce was quoted by Britain's Trials and Motocross News as saying, "I sat down late last week and realized I was going to the GP at Hawkstone without any real chance of winning. I decided that it was time to pack it all in."

Sam McDonald came from the seventh row to win the Pocono F-2 race on the RS250R Honda v-twin. McDonald's bike suffered an ignition failure in his heat race, forcing him to start from the back; he was 12th on the first lap, fifth on the third lap and took the lead on the fourth lap.

The overall win at the August 5 125 MX GP in Kuopio, Finland, went to Michele Rinaldi (Suz) by virtue of wins in both motos. Corrado Oaddii (Cag) finished second overall with a 2-5 tally, with Jeff Nilsson third with an 11-2 score. Maddii retained his point lead over Rinaldi, 299 to 269.

The point standings in the AMA Formula One Championship Series after the August 4 Pocono round are as follows: 1. Mike Baldwin (77); 2. Wes Cooley (47); 3. Richard Schlacter (42); 4. Kenny Roberts (40); 5. Randy Renfrow (38); 6. Doug Brauneck (35); 7. Art Robbins (23); 8. Nick Richichi (22); 9. (TIE) Randy Mamola/Freddie Spencer (16).

Team Tamm MXer John Whelchel, who sustained several separated vertebrae in the base of his neck during a crash at the press day demonstrations before the July 28 Foxboro (Massachusetts) Supercross, had surgery to rejoin his vertebrae on July 31 at Norwood Hospital in Dedham, Massachusetts. According to Julie Tamm, Whelchel came out of the surgery "in fine shape" and is expected to be moved to his home in Newhall, California, before August 10. •

MOTORCYCLE INDUSTRY CHANGES

Signed A distribution agreement between Bridgestone Commerce Company Ltd., and Gates Energy Products, Inc., of Denver, Colorado, with Bridgestone distributing Gates' line of "Cyclon" small rechargeable lead-acid batteries in Japan.

Replaced The September 22 Camel Pro Series Half Mile in Los Alamitos, California, with a September 22 National TT at Gardena, California's Ascot Park one night prior to the track's September 21 National Half Mile.

Married Three-time AMA Grand National Champion Jay Springsteen and his constant companion Debbie Hedrick, August 1 in Las Vegas, Nevada.

Revamped The Junior National Championship program at all the Camel Pro Series dirt track Nationals through the end of the year to reduce the length of the combined program will now consist of two heats and the Junior National.

Resigned His post as vice president, marketing/sales at Answer Products, Dave Rogers, 31, for "family reasons and to pursue a new business venture."

Wadded A 1984 FJ1100 test bike on a canyon road returning from Laguna Seca by Rider magazine editor Tash Matsuoka, 37; bike totalled, rider suffering bruised ribs, seven stitches and sprained wrist and ankle.

Married Cycle Tune (Torrance, California) road racer Dave Zirkle, 23, to longtime girlfriend Gina Genova, 21, in Las Vegas, July 14.

Quit Honda of Gardena (California) after more than a year, service manager Steve Dyer, to work as a mechanic for Cycle Tune in nearby Torrance.

Hired Ray Lazo, as vice president and head of sales of IB CO International, after having served previously with Fitch-Wyckoff International and Lockhart Consumer Products.

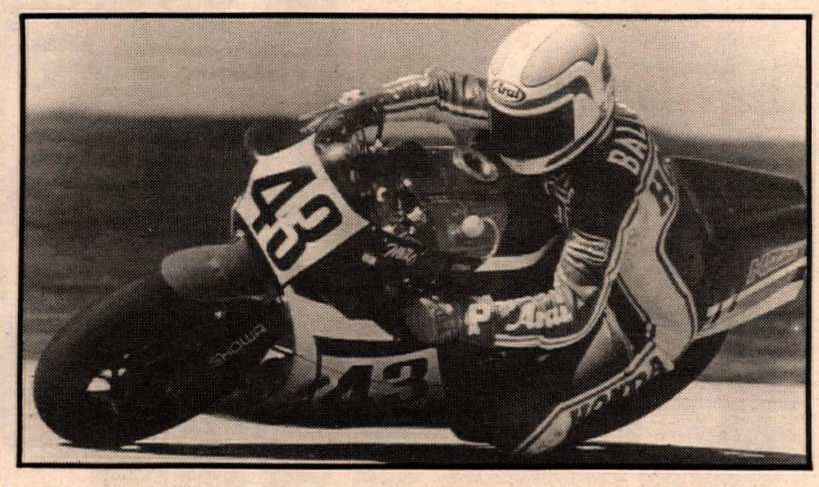
Born Dean Alan Ferrell, August 1, to speedway star Dubb Ferrell, 29, and wife Patsy, 28.

HONDA SONOMA CLASSIC

MOTORCYCLE ROAD RACE

AMA CAMEL PRO NATIONAL CHAMPIONSHIP

Formula One
Formula Two
Superbike
Sidecars
Battle of the Twins



AUGUST 18-19, 1984

FREE Camel Pro Caps
To The First 5000 Spectators on Sunday, August 19th

FREE PROGRAMS **FREE PARKING**

ATTENTION HONDA RIDERS!
See your participating Honda Dealer for special race day Honda Parade Lap Tickets!

FOR INFORMATION CALL:

CAMEL PRO **(707) 938-8448** AMA SANCTIONED

SEARS POINT INTERNATIONAL RACEWAY
Hwys. 37 & 121 • Sonoma, CA 95476 • (707) 938-8448

TICKET ORDER	ADVANCE PRICE	NO.	TOTAL
Sunday	Admission & Paddock - $12		$
2-Day	Admission & Paddock - $18		$
Children 12 & Under	FREE (General Admission Only)		

Saturday general admission tickets available on race day only ($5).

TOTAL: $

Further Information: (707) 938-8448

AMA SANCTIONED

Call our Ticket Hotline (707) 938-8448 to order tickets by phone with your MasterCard or BankAmericard/VISA.

Name _____
Address _____
City _____
State _____ Zip _____

Mail to: Sears Point International Raceway
Highways 37 & 121
Sonoma, CA 95476
Make check or money order payable to:
Sears Point International Raceway

Tickets available at:

BASS TICKET CENTERS

and at the Race Track on Race Day.

Ford FORD • MERCURY • LINCOLN • MOTORCRAFT

THE OFFICIAL PRODUCTS OF SEARS POINT INTERNATIONAL RACEWAY

BAILEY FORCES COMPETITION TO WATCH SUMMER RERUN.

Team Honda's David Bailey wins Foxboro Supercross for second year in a row.

The second Foxboro Supercross was a repeat performance for Team Honda's David Bailey.

The Little Professor was assisted by Mr. Wizard, Cliff White, who fine-tuned Bailey's Pro-Link™ equipped, liquid-cooled RC250.

Then David went on air, flying into the lead on lap one. And it was all over.

Another show cancelled for the competition.

The Foxboro victory keeps David number one in the ratings for the Grand National Championship.

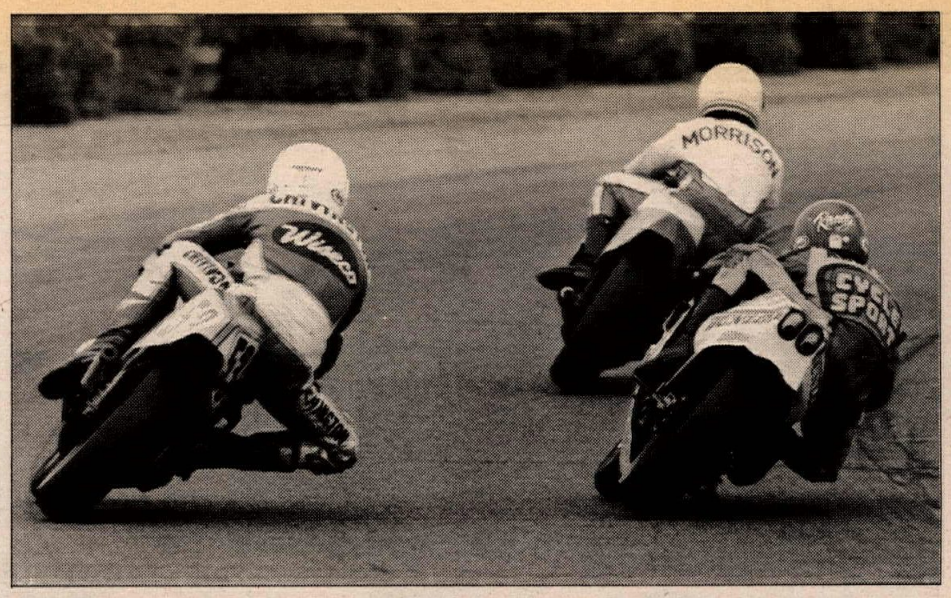
If he continues, the competition may want to have a word with their sponsors.

HONDA
FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1984 American Honda Motor Co., Inc.

Mike Baldwin used his Phil McDonald-tuned RS500 to win his third Camel Pro Series National road race of the year.

PHOTOS BY HENNY RAY ABRAMS



Chivington and Renfrow lap Morrison. (Below) Schlachter (93) leads Cooley (34), Renfrow (96), Brauneck and Lentz early on.

AMA Grand National Championship/ Camel Pro Series: Round 20

Baldwin cruises to Pocono win

By Henny Ray Abrams

LONG POND, PA, AUG. 4

Mike Baldwin, on an American Honda-backed RS500, had an easy time winning the shortened Formula One race at Pocono, cruising to a 15-second win over Cycle Sports Honda-mounted Randy Renfrow, with Dan Chivington third on the George Vincensi TZ750 Yamaha. It was Baldwin's third National win of the year and puts him comfortably ahead of Wes Cooley (fourth here) 72 to 44 with three races to go. Fifth here went to the MacLean Racing Honda of Rich Schlachter.

The Pocono race run on Saturday was originally scheduled for June 23-24, but was rained out. With the exception of the Superbike race, which was run on the Saturday of the rained out weekend, all of the races were repeated on Saturday with a 5:00 p.m. curfew imposed due to a WERA race the next day. Apparently, little promoting was done and the crowd for race day was well less than 11,000 diehard fans, many of whom were WERA members waiting for their chance. Because of the small crowd and uncomfortably hot and muggy weather, the riders suggested that the scheduled 27 lap final be cut and the AMA decided to cut it to 20 laps, which was 57 miles.

The 44 riders who showed up were split into two five lap qualifying heats. In the first, Mike Baldwin made fast work of it with Randy Renfrow, Schlachter, Gregg Smrz and Miles Baldwin, in Wes Cooley's spare leathers, filling out the top five. Averaging 95.56 mph it was the faster of the two heats taking 8:47.44 mins. to run.

Cooley briefly led the second heat, but the yellow and green TZ750 of Doug Brauneck had superior top end power and would pull away on the long Pocono straightaways. Dan Chivington, on another TZ, was running third with Kurt Lentz and Steve Arnold a ways back in fourth and fifth. At the line Brauneck drafted past Cooley with Chivington right on his tail and Lentz and Arnold holding their spots.

The 40-man final was gridded with Baldwin on the pole next to the lone front row Yamaha of Brauneck then the almost identical Hondas of Renfrow, Cooley and Schlachter. The second row was all Yamahas.

Schlachter got the holeshot with Renfrow close behind, but Baldwin made his move in the hairpin just after the first turn and would never be headed. Cooley was with the front-runners along with Chivington and Brauneck.

Baldwin was comfortable running lap times of 1:43 and 1:44 and gradually clearing himself from the pack. On the third lap he had a five second lead and added to that with each lap.

"I was pacing myself," said Baldwin, "and I never looked back. It was hot out there and the heat can take its toll on you, but I did the Eight-Hour at Suzuka in Japan last week and it was hotter than this so it helped me get in shape.'

Renfrow started to move up at about this time with Schlachter fading from third. "The engine started to overheat on about the fifth lap," he said, "so I had to back off. It had nothing coming off the corners. I started shortshifting at about 11,000 instead of 11,500 and hoping it would hold up."

Renfrow was having a problem with front end chatter and also, along with Cooley, was being surprised by the quickness of Chivington's Yamaha. "That thing has power coming off the corners. It was wheelieing when mine was hopping sideways."

Baldwin's lead was 10 seconds at the halfway point and the order behind him wasn't to change much. Renfrow was a safe second, Chivington third, and Cooley's bike was acting up in fourth.

"The other guys were riding really well," Cooley began. "We went up a jet size because of the heat and it wasn't as crisp as it could have been. It was running a little hot most of the time and even though I could make up time on the infield, Renfrow and Chivington were a little quicker on the straights."

Schlachter was in fifth and going nowhere, but behind him Brauneck and Miles Baldwin were having at it for sixth. Baldwin, back on the "Dinosaur" TZ Yamaha after the disappointment of his RS500 Honda, held the upper hand for most of the race until a front tire leak cost him the spot and Brauneck took the initiative for sixth. Baldwin finished seventh.

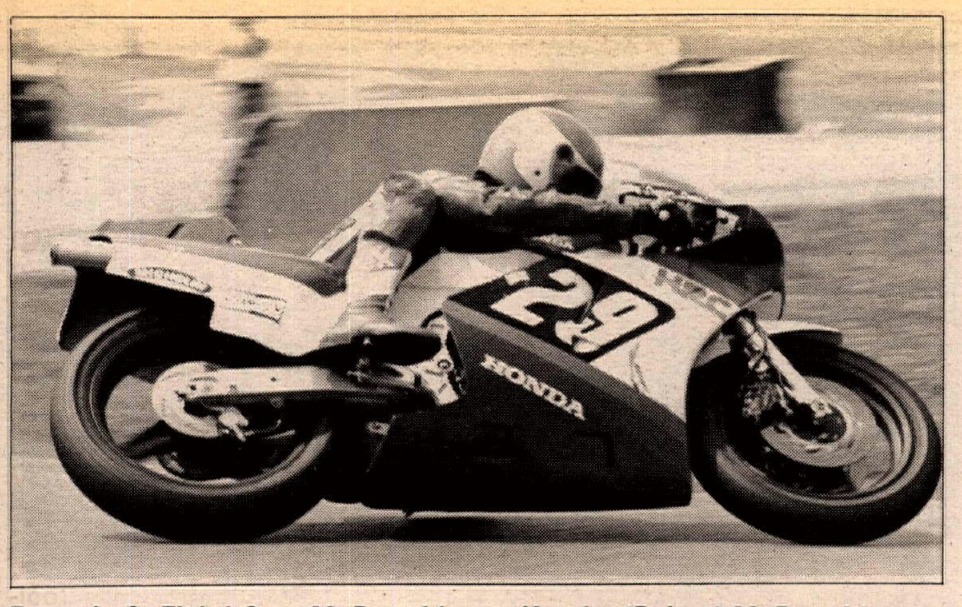
The other Baldwin, Mike, was pleased with the result and, unpressured, had no bike or tire problems to speak of. Traffic was the only irritant he found. "Had the race run for 27 laps there would just have been that much more traffic to cut through."

Renfrow said that he was "Trying not to look back and was looking forward. I saw that I wasn't closing on Mike and was secure in second so I held my spot. It was dangerous enough out there.'

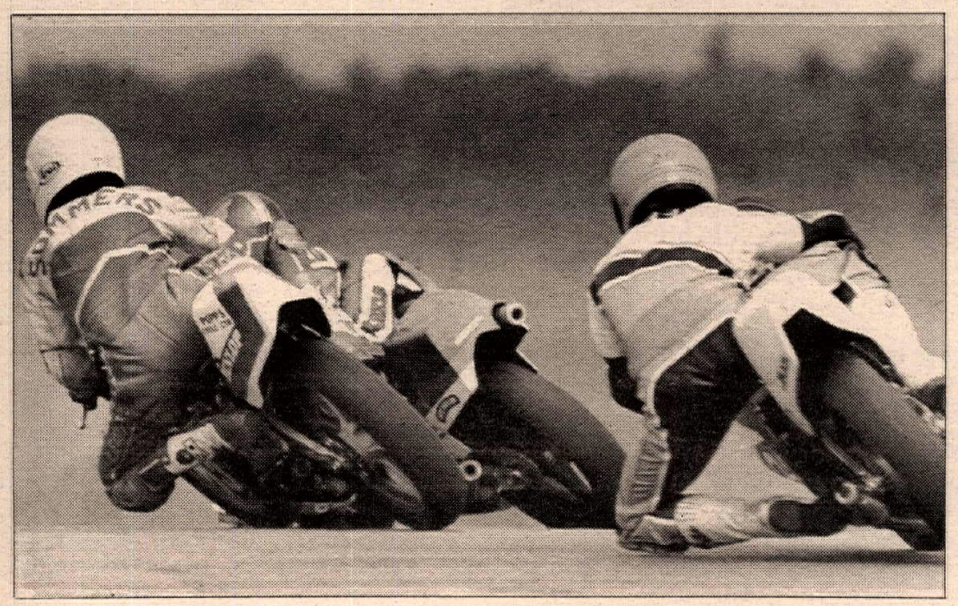
Chivington was elated. "I got that old antique in there. The bike's a little heavier than the Hondas and it's harder to work in traffic. Sometimes traffic would help me and sometimes it would help Randy. The only problem that I had was that the tires were sliding a little on the banking."

Results

20-LAP NATIONAL: 1. Mike Baldwin (Hon); 2. Randy Renfrow (Hon); 3. Dan Chivington (Yam); 4. Wes Cooley (Hon); 5. Rich Schlachter (Hon); 6.



Formula 2: Flyin' Sam McDonald on a Honda. (Below) McDonald goes outside Joey Sommers and Don Greene to take the lead.



Doug Brauneck (Yam); 7. Miles Baldwin (Yam); 8. Gregg Smrz (Yam); 9. Jimmy Adamo (Cag); 10. Art Robinson (Yam); 11. Curt Lentz (Yam); 12. Doug Chandler (Hon); 13. Henry DeGouw (Yam); 14. William Himmelsbach (Suz); 15. Hap Eaton (Yam); 16. David Roper (Duc); 17. Vince Bigley (Yam); 18. Dave Schlosser (Yam); 19. Larry Shorts (Hon); 20. Harry Klinzmann (Suz).

Formula Two

McDonald scores come-from-behind win

LONG POND, PA, AUG. 4

"We've gotten a lot of almosts this year, but this is the first time we're in the middle on the victory stand," and obviously ecstatic Sam McDonald said after he gave Honda their first Formula Two victory of the year on the RS250. The McDonald Racing/HRC/Moto-X Fox-sponsored rider was challenged most of the way though, with Don Greene taking second and John Williams third.

Series point leader Chris Steward seized and Joey Sommers, who had held second in the series fell in turn one, breaking his femur and taking a trip to the Wilkes-Barre Hospital. Steward still leads with 64 points, Greene moves into second with 63, and Sommers is third with 56.

Canada's Alan Labrosse won the first and faster heat with Greene second and Chris Steward third. McDonald dropped out of the heat and had to start from the back of the pack for the final. Sommers won the second heat ahead of Williams and Santiago Londono.

Self-sponsored Greene got the holeshot with Williams and Sommers close behind along with Doug Libby and Steward. McDonald was on the move and in the top five by the third lap.

By the fifth he was in the lead with Sommers and Greene under a blanket in second and Williams within striking distance. A few laps later and Sommers' race was over in the first turn.

Don Greene explains: "We were side by side going into turn one and he held it on for about 50 yards longer than me and just lost the front end." He was in second at the time and McDonald was instantly aware of his crash.

"I was getting plus one from my pit crew and then all of a sudden it was plus seven," he said.

Past the halfway point the race turned into something of a parade with McDonald leading Greene, Williams, Libby, and Londono. The positions wouldn't change and Honda had its first win.

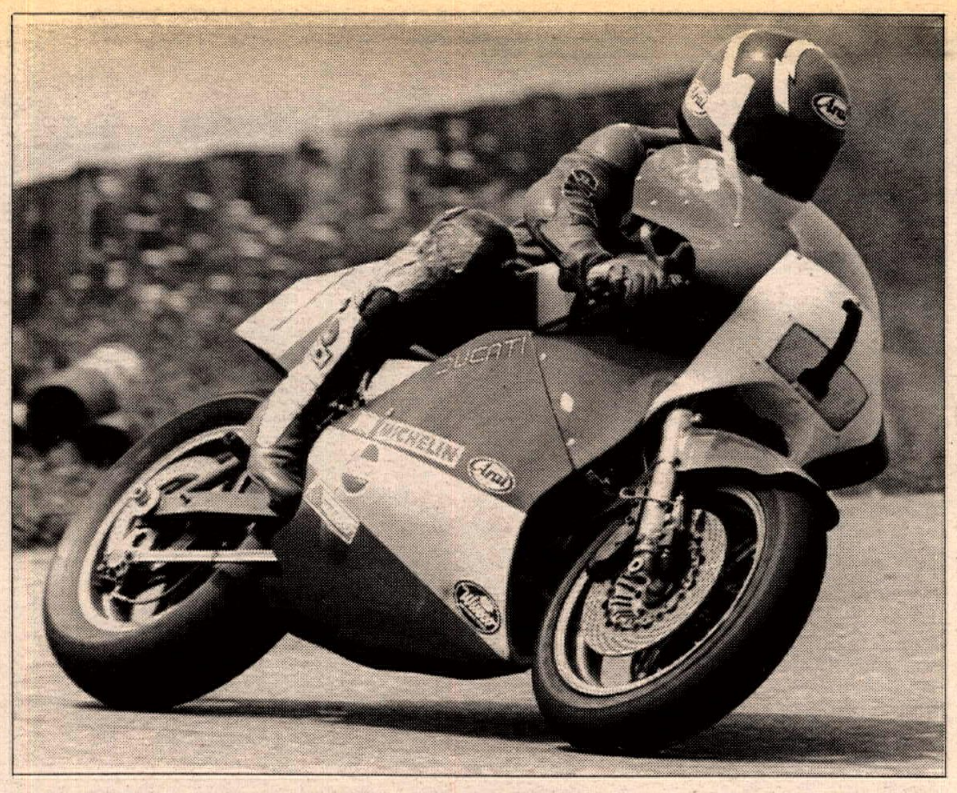
"It feels great. My brother Phil has been working on the bike to get it going and it's finally paid off."

Greene was just as pumped in second and when asked the stock question by the track announcer about his Yamaha said, "It obviously seems to run well," adding that it was the first time this year that there had been three different brands in the winner's circle.

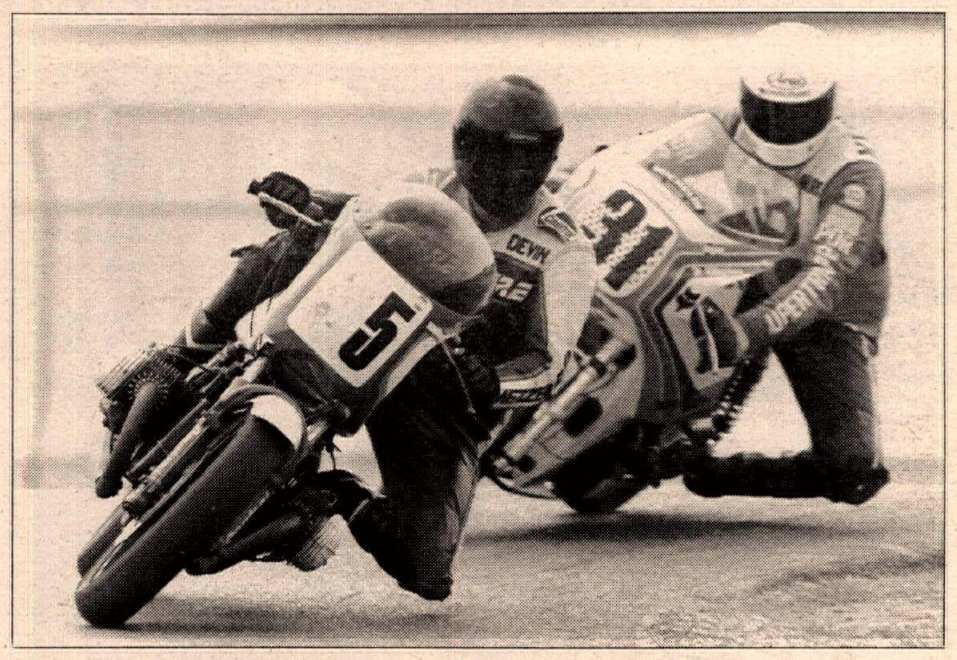
The third was the Rotax of Williams. "I drove 3,000 miles to get here and I got in last night," the Emeryville, California, resident said. "I only got about four hours sleep and I really felt it. My energy started go to on about the fifth lap."

Results

15-LAP FORMULA TWO: 1. Sam McDonald (Hon); 2. Don Greene (Yam); 3. John Williams (Rot); 4. Douglas Libby (Yam); 5. Santiago Londono (Yam); 6. Garry Griffith (Yam); 7. Barry Gibson (Yam); 8. Gary Maslanka (C-A); 9. Dan Geiger (Yam); 10. Jerry Krasser (Yam); 11. David Curtis (Yam); 12. Franklin Crain; 13. Michel Pellerin (Yam); 14. Robert Miller (Kaw); 15. Wayne Harris (Yam); 16. Jim Bonner (Yam); 17. Mike Landrum (Yam); 18. Carl Muffley (Yam); 19. Roland Riedmann (Yam); 20. Joey Sommers (Yam).



Three-time BoTT Champ Jimmy Adamo ran away to win. (Below) Devin Battley (5) and Harry Klinzmann went at it on BMWs.



Battle of the Twins

Adamo's twin the fastest

LONG POND, PA, AUG. 4

There were no heat races for the Battle of the Twins racers, just an all-out assault with all four classes on the track at once. The overall and GP class winner was Jimmy Adamo on the Team Leoni Pantah-based Cagiva. Gene Church was the winner of a race-long battle with Dave Roper for second, but almost lost it with a faulty oil seal on his shifter dripping oil onto the right side of his tire making for some interesting moments on the Harley Owner's Group/Tilley H-D entry. The BMW duo of Harry Klinzmann on the Krauser machine and Devin Battley on the ex-David Emde Sure-Fire B bike took fourth and fifth respectively.

Trying to keep track of all of the different classes in the BoTT is only slightly more difficult than changing steering head bearings with mittens on.

Adamo was clearly the class of his class, establishing an early lead and never relinquishing it. "If he finishes, he wins," a mechanic for a competing team said, and that's how it went. The ease with which he won was apparently deceiving. "It was sliding bad," Adamo told Reno Leoni as he came into winner's circle. "The rear especially." Leoni was using a monstrous 16-inch rear Michelin on the back which wasn't available to the public.

"So far we haven't had good luck and I'm hoping that that's all changed. At the beginning of the race I just tried to get a lead and then toward the end I was just looking for a glass of water," Adamo said jokingly.

In the Heavyweight Modified class, Bert Stuckert, on a BMW, inherited the lead after leader Dave McClure dropped out on the fifth lap when the throttle cable came out of his Harley's carburetor. Stuckert beat Ed Labelle and George Vincensi for the class win.

The Lightweight Modified win went to Roger Sears on a Ducati and in the Stock class Will Roeder put his foot down, literally, in most very corner, and styled to the class win on a Harley. •

Results

GP: 1. James Adamo (Cag); 2. Gene Church (H-D); 3. David Roper (Duc); 4. Harry Klinzmann (MKM); 5. Devin Battley (BMW); 6. Stuart Cooper (Yam); 7. Tammy Kirk (MKM); 8. John Stapleton (M-G).

H/W MOD: 1. Bert Stuckert (BMW); 2. Ed Labelle (Duc); 3. George Vincensi (Duc); 4. Mark Carrozza (Duc); 5. Ted Van Beek (Duc); 6. David McClure (H-D); 7. Phillip Friday (BMW); 8. Sharon Friduss (M-G).

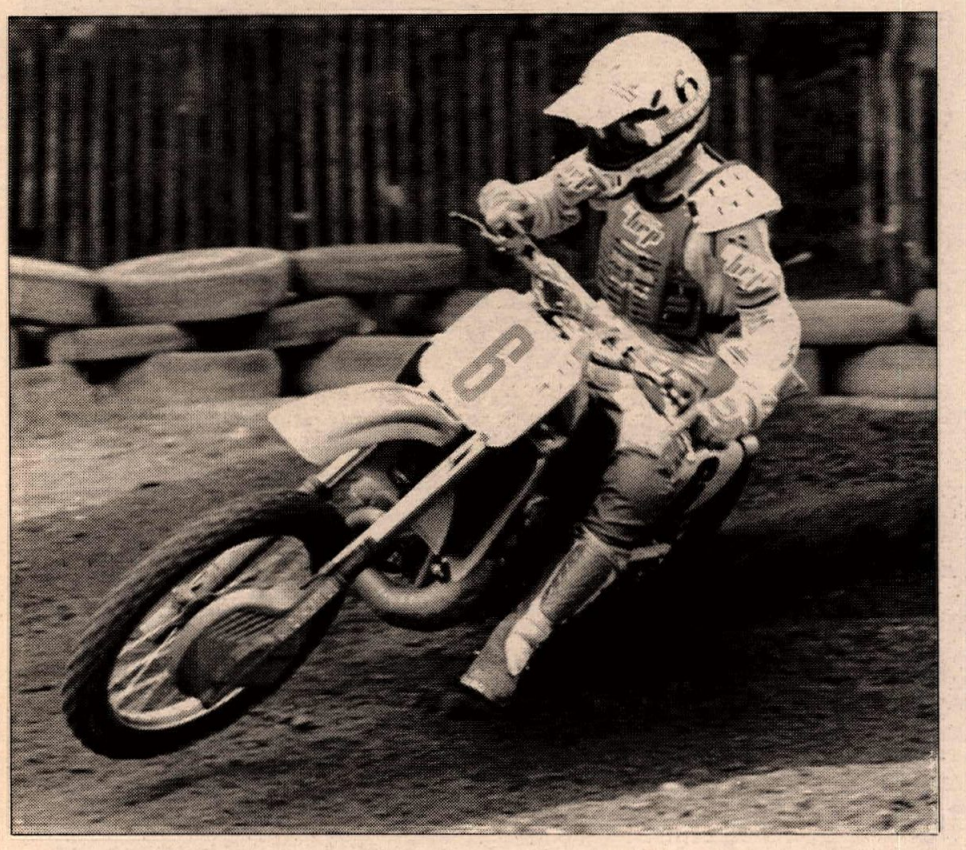
L/W MOD: 1. Roger Sears (Duc); 2. Joe Boguslawski (Lav); 3. Steve Rethmeyer (Duc); 4. Larry Brown (Tri).

STOCK: 1. Will Roeder (H-D); 2. Brent Ross (Yam); 3. Wayne Reiss (BMW); 4. Mike Lawrence (M-G); 5. Alan Hippensteal (BMW); 6. Robert Hanbury (Yam); 7. Bob Crawford (H-D).

PHOTOS BY TOM KOLNOWSKI

(Above) Jeff Ward did it again: He used a 2-1 score to top Johnny O'Mara in the 125cc class. (Below) Bob Hannah finished second in the 250s.

Ron Lechien rode flawlessly in both 250cc motos to capture the overall and stays in the title hunt with two rounds left.



AMA/Bel-Ray Grand National Championship MX Series: Round 10

Lechien, Ward & Bailey master Minnesota MX

By Tom Kolnowski

MILLVILLE, MN, AUG. 5

Honda's Ron Lechien engineered a successful last lap pass on teammate Bob Hannah to win the final 250cc class moto in the Honda/Schmidt Beer-sponsored National MX at Spring Creek MX Park and put the finishing touch on a 1-1 performance for his third overall win of the '84 series. Hannah, in one of his strongest rides since recovering from a broken wrist, dealt a 2-2 blow for second overall, and Yamaha's Ricky Johnson turned a 3-3 score for third.

Kawasaki's Jeff Ward cooked to his fourth straight 125cc overall win, again trading moto wins with Honda's Johnny O'Mara. O'Mara handily won moto one in start-to-finish form over Ward, with Ward turning the tables and leading O'Mara all the way to win moto two. Honda Support's Erik Kehoe and Yamaha Support's Mike Beier battled to third and fourth, respectively.

There was little doubt as to who was the superior force in the 500cc ranks: Honda's David Bailey seemed able to pull away from his competitors with a twist of the right wrist and did just that. Bailey put his eighth consecutive National win in the books after a 1-1 joyride, while Kawasaki's Goat Breker had his best finish this year with a 2-3 score which earned him second overall. Montgomeryville Cycle Center of Montgomery, Pennsylvania's Mickey Kessler slipped into third overall ahead of Yamaha's Broc Glover.

500cc

After a short but intense rain shower, the first moto got underway with privateer Honda riders Mike Larson and Mickey Kessler leading and Bailey, Breker and Husqvarna's Micky Dymond in a line behind.

"Larson and Kessler were really going for the win in the first few laps," said Bailey after the race. "I finally got my pace picked up by the fourth lap and got ahead of them."

By lap five, the order read Bailey, Breker, Kessler, Larson, Dymond and Yamaha Support rider Mark Murphy. Glover, after getting snarled in traffic on the start, took an off-track excursion and tagged a fence before regaining control. He got back in the groove in about 20th position.

Into lap 12 of what would turn out to be a 16-lap race, Bailey had a cushion of four seconds over Breker, with Kessler a distant third over Larson and Murphy. The only rider of note on the move was Glover who had jetted his way up to sixth ahead of Dymond.

Nothing changed in the top seven in the last four laps and the win went to Bailey by 12 seconds over Breker. Kessler, Larson, Murphy, Glover and Dymond straggled in behind.

"I was catching Bailey in the final laps," said Breker, but my rear shock blew out and there wasn't much I could do. Until then it was a good race."

Bailey powered out of the gate at the start of moto two with a slight edge over Breker, Glover, Larson and Kessler. As Bailey sped away through the first two laps, Glover squeezed inside Breker to secure second at the completion of lap four.

"We didn't have a fresh shock," said Breker, "and it was either ride with the blown shock or not ride at all. I was all over the track."

Heading into lap eight, Bailey had 15 seconds on Glover with Breker a solid third, but rapidly losing ground to the leaders. Larson dropped out, leaving Kessler to do battle with Honda of Galveston, Texas' David McClain.

"McClain woke me up," said Kessler. "He passed me and it took another few laps to put him away for good."

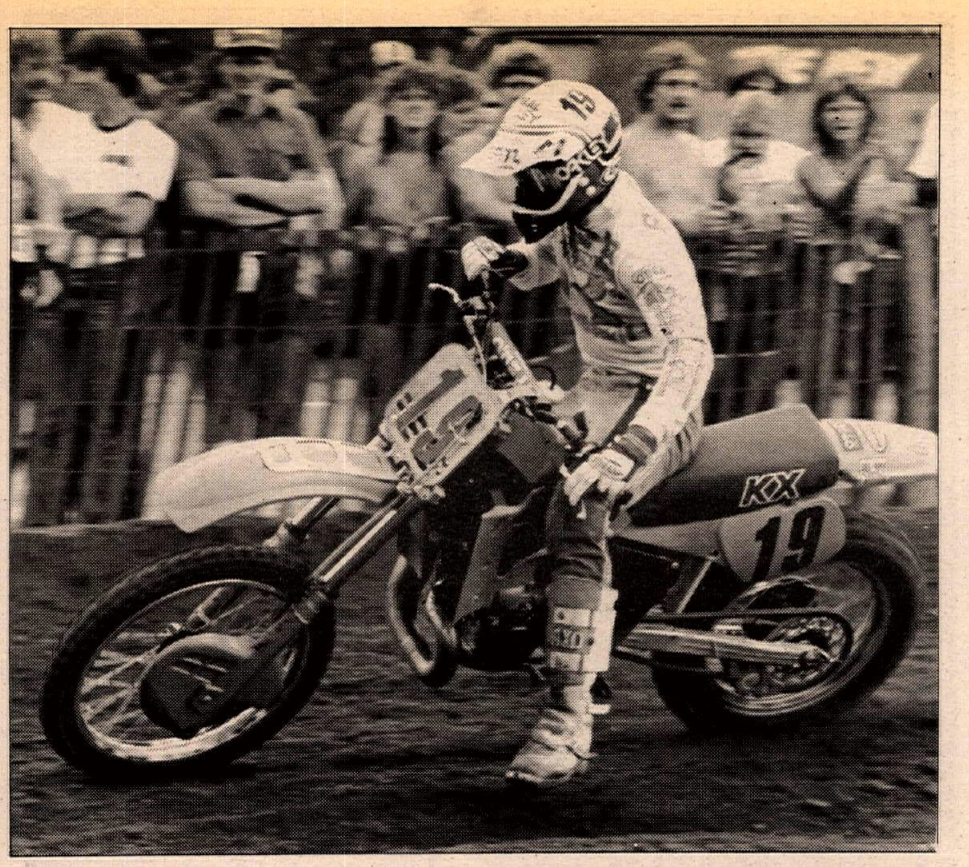
Bailey inflated his lead to 47 seconds to easily win over Glover, with Breker finishing third. Kessler topped McClain for fourth, with Murphy sixth.

"This track has been good to me," said Bailey. "It was less than a year ago that I won the Grand National Championship and 250cc titles here. I always seem to get good vibes here and I can't wait to come back again!"

"I'm pretty pumped with fifth overall," said Murphy, "but I crashed in the second moto or I would have done better. My goal is to be the top 500cc privateer."

125cc

Johnny O'Mara and Jeff Ward had the only two factory prototype machines on the line, but that didn't seem to bother Hi-Point-sponsored Clay Hoenshell or Team Tamm's A.J. Whiting, both piloting basically stock Hondas. Hoenshell and Whiting led the two factory stars off the line, but after just a half lap O'Mara had sliced past the pair with Ward a



Kawasaki's Goat Breker tallied a 2-3 score to capture second overall in the 500cc class; his best finish yet this year.

David Bailey continued to blow away his competition after winning both 500cc motos at Millville. Second in points, Broc Glover took sixth.

few bikelengths back of them in fourth ahead of Orange County Cycle's Jim Anderson and Suzuki's Rick Ryan.

After only two laps, O'Mara had burst to an eight-second cushion as Ward maneuvered into second and pulled clear of Whiting, Anderson and Ryan. Hoenshell was back in seventh behind Yamaha Support rider Mike Beier.

Ward closed on O'Mara and by lap eight had sliced the difference to four seconds. Whiting held a safe but distant third, with Anderson, Beier, Yamaha Support's Rodney Smith, Hoenshell and Honda Support's Erik Kehoe following.

By lap 12 O'Mara and Ward were racing wheel-to-wheel and they did so for the next three laps. But with less than two laps left, Ward had lost his bid.

"Johnny and I were real close as we went into the deep whoops in the back section of the track. A lapped rider moved in front of me and I got sideways — which in that spot was enough to make you lose five seconds just that quick," said Ward.

O'Mara pressed on to win over Ward by 12 seconds. "There was no way I was going to make up the time in a lap and a half so I just cruised in," said Ward.

Whiting finished third ahead of Anderson and Beier, with Kehoe taking sixth from Pro Circuit's Doug Dubach.

The start of moto two brought Ward and O'Mara into a confrontation over the lead as soon as the gate dropped. Ward got the upper hand and roosted away from O'Mara through the first few corner, then O'Mara got into trouble.

"I was trying to make up what little ground Jeff had on me," said O'Mara. "I cooked it too hot into the whoops, thinking I might slip inside of him, but instead I got sideways and slammed against a whoop. I didn't crash, but came to a stop and about five guys went around me before I got going."

O'Mara was back into second by the end of lap two, but Ward was gone — to the tune of a 12 second lead. Smith held third over Dubach, Honda rider Guy Cooper, Whiting and Kehoe.

As Ward continued to pull away from O'Mara, Dubach and Kehoe broke free of a pack to run third and fourth. Beier had his hands full with Smith.

By lap 13, Ward's lead over O'Mara read 27 seconds, and another minute back Kehoe and Beier were dicing after both had passed a slowing Dubach.

Ward took the checkered flag 30 seconds ahead of O'Mara. Kehoe, Beier and Smith rounded out the top five.

"I wanted to show what I could do," said Ward. "It's easy to run away when you're out front, and that was my plan. From here on in all I have to do is be consistent to take the 125cc title — I don't want to do anything stupid."

"I simply couldn't make up the difference," said O'Mara. "Things just went Jeff's way this time."

250cc

"I haven't had a good start in a long time," said Ron Lechien as he readied himself for the first 250cc moto. "I hope to turn things around."

And that he did as he led the field away from the gate in the lead which he stretched to five seconds after a mere half lap.

Suzuki's George Holland and Mark Barnett, Bob Hannah and Ricky Johnson formed a line behind Lechien. Billy Liles was on the ground shortly after the first corner. "I got hit by someone," said Liles. "My bars were bent, the controls were messed up, and I was in pain."

After five laps, Lechien had 15 seconds over Barnett and Holland, with Johnson fourth ahead of Hannah. Two laps later, the Johnson/Hannah duo dispensed with the Barnett/Holland faction to reap second and third in a whoop section. Team Tamm's Alan King was sixth.

On lap eight, Hannah broke away from Johnson, but still 18 seconds behind leader Lechien. Hannah began to clip a second per lap off Lechien's lead, as Johnson held a lone third over Barnett, Holland and King.

Lechien, still with an eight second cushion, stole the win over Hannah with Johnson taking an easy third over Barnett. King caught and passed Holland on the last lap to finish fifth.

And Liles? A great comeback ride took him all the way to seventh behind Holland.

Lechien was also the fleetest off the line in moto two, but nearly lost it all as he made the pivot at the end of the straightaway and got sideways. He recovered and kept the lead as Hannah, Yamaha's Keith Bowen, Liles and Johnson dropped into formation behind him.

Hannah stayed close through the first five laps, then pulled alongside and passed Lechien. Liles got a better drive on an uphill and pulled into third ahead of Bowen, while Johnson was on a course that brought him closer and closer to teammate Bowen.

As Hannah and Lechien kept close company out front on lap 10, Johnson railed past Bowen and focused on third-place Liles. Bowen, King and Kevin Foley trailed the front four.

Hannah steadily crept away from Lechien and held a five second advantage at the end of lap 13, but Lechien began to close the gap at nearly a second per lap.

"I was beginning to tire," said Hannah. "My wrist still isn't in the best of shape."

On the final lap, Lechien was latched to the rear wheel of Hannah's bike and he got his break. "I was following Bob through the deep whoops," said Lechien, "and he got a bit out of shape. That was all it took. I rammed on by and into the lead. All I had to do was keep him back there."

Lechien did so and hung on to win over Hannah by a two bikelengths. Johnson, Liles, Bowen and Kent Howerton took the next four spots.

"I've had some bad luck in the past few races," said Lechien, "and it feels great to pull off another win. Now all I have to do is have some good luck in the last two races and maybe I can still pull off the 250cc title." •

Results

500cc: 1. David Bailey (Hon) 1-1; 2. Goat Breker (Kaw) 2-3; 3. Mickey Kessler (Hon) 3-4; 4. Broc Glover (Yam) 6-2; 5. Mark Murphy (Yam) 5-6; 6. Andy Stacy (Hus) 9-7; 7. Steve Burdette (Yam) 11-8; 8. Scott Manning (Yam) 8-11; 9. Pete Snorteland (Yam) 10-12; 10. Mike Harnden (Hon) 14-9; 11. Mike Larson (Hon) 4-*; 12. Tim Coombs (Yam) 15-10; 13. David McClain (Hon) *-5; 14. John Collins (Hon) 13-13; 15. Ron Dunfee (Yam) 12-15; 16. Micky Dymond (Hus) 7-*; 17. Jeff Stevenson (Yam) 19-14; 18. Terry Hobbs (Hon) 17-16; 19. Troy Luhmann (Hon) 16-*; 20. Mark Howell (Yam) *-17.

* Denotes placing out of top 20.

500cc POINT STANDINGS: 1. David Bailey (397); 2. Broc Glover (346); 3. Goat Breker (303); 4. Pete Snorteland (197); 5. Mark Murphy (195); 6. Mickey Kessler (179); 7. Micky Dymond (176); 8. Andy Stacy (149); 9. David McClain (137); 10. Kenny Keylon (131).

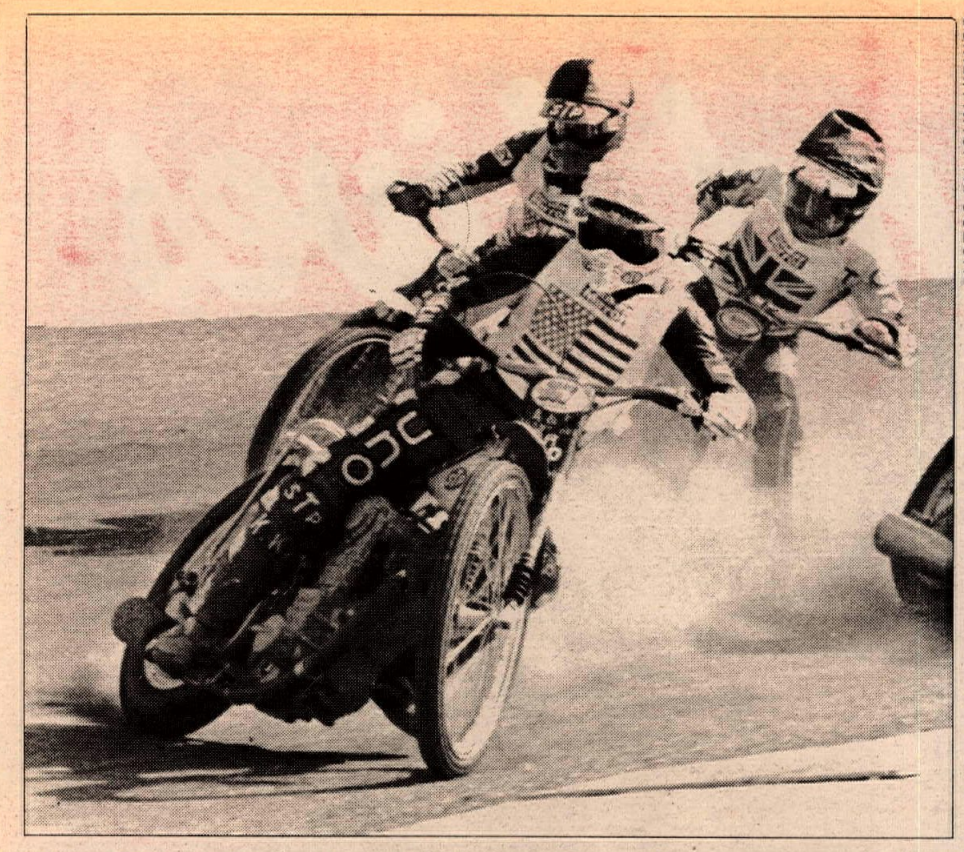
125cc: 1. Jeff Ward (Kaw) 2-1; 2. Johnny O'Mara (Hon) 1-2; 3. Erik Kehoe (Hon) 6-3; 4. Mike Beier (Yam) 5-4; 5. Jim Anderson (Yam) 4-9; 6. David Weak (Hon) 9-6; 7. Rodney Smith (Yam) 13-5; 8. Jeff Frisz (Hon) 11-8; 9. Guy Cooper (Hon) 14-7; 10. Eric Hall (Hon) 12-10; 11. A.J. Whiting (Hon) 3-*; 12. Mike Crane (Kaw) 15-11; 13. Doug Dubach (Suz) 7-*; 14. Rick Ryan (Suz) 8-*; 15. Mike Duncan (Kaw) 16-14; 16. Clay Hoenshell (Suz) 10-*; 17. Allen Semar (Yam) *-12; 18. Corey Cope (Yam) 17-16; 19. Terry Tinney (Kaw) *-13; 20. Taylor Marcell (Kaw) 20-15.

125cc POINT STANDINGS: 1. Jeff Ward (382); 2. Johnny O'Mara (370); 3. Mike Beier (260); 4. A.J. Whiting (248); 5. Erik Kehoe (205); 6. Jim Anderson (195); 7. Guy Cooper (139); 8. Rick Ryan (136); 9. Danny Storbeck (134); 10. Eric Hall (133).

250cc: 1. Ron Lechien (Hon); 1-1; 2. Bob Hannah (Hon) 2-2; 3. Ricky Johnson (Yam) 3-3; 4. Billy Liles (Kaw); 7-4; 5. George Holland (Suz); 6-7; 6. Kent Howerton (Kaw) 8-6; 7. Alan King (Hon); 5-9; 8. Keith Bowen (Yam) 10-5; 9. Jim Holley (Yam) 9-13; 10. Jeff Hicks (Hon) 12-11; 11. Ed Arnet (Hon)12-11; 12. Mark Barnett (Suz) 4-*; 13. Kevin Foley (Yam) 17-*; 14. Chuck Partridge (Hon) 13-12. Carson (Hon) 15-15; 16. John Reinholt (Hon) 16-16; 17. Johnny Spaw (Yam) 11-*; 18. Bruce Gates (Hon) 20-14; 19. John Shay (Hon) *-17; 20. Jim Kapitan (Hon) *-18.

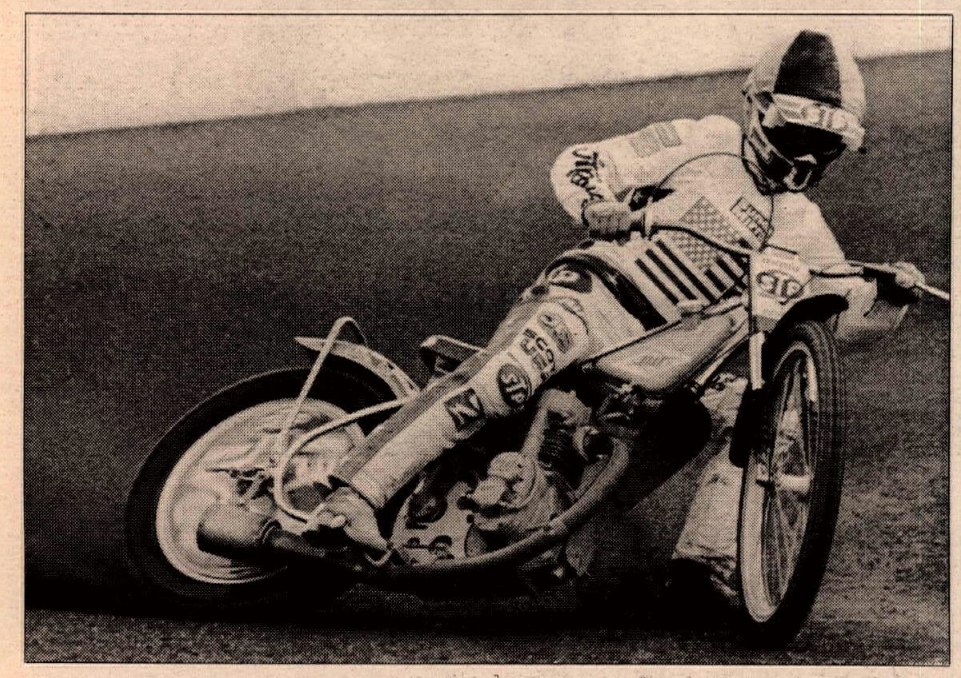
250cc POINT STANDINGS: 1. Ricky Johnson (328); 2. Ron Lechien (319); 3. Billy Liles (292); 4. Alan King (246); 5. Mark Barnett (231); 6. Keith Bowen (230); 7. Kent Howrton (225); 8. Jim Holley (174); 9. Jeff Hicks (157); 10. George Holland (146).

AMA/BEL-RAY GRAND NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. David Bailey (450); 2. Jeff Ward (437); 3. Johnny O'Mara (396); 4. Broc Glover (359); 5. Ricky Johnson (352); 6. Ron Lechien (337); 7. Billy Liles (323); 8. Goat Breker (303); 9. Mark Barnett (275); 10. Alan King (264).



PHOTOS BY JOHN HIPKISS

(Above) Shawn Moran, here leading a pack, was the top scorer with 13 points. (Below) Lance King finished third in the standings with 11.



Despite being excluded in one race because of a crash, Kelly Moran totalled eight points and transfered to the World Final.

Intercontinental Speedway Final

Three Yanks to the World Final

By John Hipkiss

VOJENS, DENMARK, JULY 20

Americans placed first, third and sixth in the Intercontinental Final, the semi-final to the World Individual Speedway Championship. Shawn Moran won the event with a 13-point score, while Overseas Final winner Lance King scored 11 for third and Kelly Moran earned himself a spot in the Final at Gothenberg, Sweden, with an eight-point tally.

Squashed in the middle of the winner's rostrum was the sole English qualifier, Simon Wigg, who amassed 12 points.

Just five rides away from the potential title, Shawn Moran has a chance to become the first American to win both the Long Track and Individual Speedway titles.

Shawn Moran started with a win in event three over King and Wigg, and he repeated the feat five races later with a win over the pre-race favorite, Denmark's Erik Gunderson.

With maximum points from his first two rides, Shawn Moran faced his brother Kelly in the 10th race. Kelly Moran had won his first race, but in his second ride he was forced off his machine when Denmark's Hans Nielsen pushed the diminutive Californian as they bunched into turn one. So with only three points from two rides, he needed every point he could get and he took another three when he topped his brother Shawn.

Shawn Moran went on to a third win, defeating Australian Billy Sanders before conceding defeat to Nielsen in his final ride. Nielsen needed to win to qualify, and though Moran gave nothing away to the Dane, he could not catch him from the start.

Still getting over his win at the Overseas Final, Lance King gave yet another performance to silence those critics who had said earlier that he wasn't ready for the big time. He scored 11 points and could well make a habit of finishing on the rostrum if he continues this form in Sweden.

King won only his second race, topping Sweden's Jan Andersson. That was the race in which Kelly Moran was excluded for crashing, and when the man who helped Moran to the ground, Nielsen, came up with an engine failure, King and Anderson were left to fight it out. King went on to finish second in the next three rides and his points total might well have been higher, had he not "felt" that his engine was showing signs of fatigue.

Confidence among the Americans in Europe is at an all-time high, sensing that a rider from the United States can emulate the victories of Bruce Penhall.

While the Americans had great success, it wasn't so for the English. Of the three competing only one survived, Wiggs, and ironically he was a reserve in one of the earlier rounds and only got a chance because of an injury to another rider. He'll make his debut appearance in the World Final. Out is America's favorite guy, Kenny Carter, who lost a run-off for the reserve slot to fellow Englishman Alan Grahame after both finished with six points.

Carter has been suffering extreme pain throughout the competition after he broke a leg around Easter. Carter won his first race here, but even with the help of pain-killing injections, it proved to be too much for the gritty Yorkshireman.

So on to the World Speedway Final go the three Americans, and from among those three, I'm sure we'll have the 1984 World Speedway Champion. Shawn Moran starts as the favorite, and having already won one world title, he surely knows about big-night nerves.

Results

QUALIFIERS: 1. Shawn Moran (USA) 13; 2. Simon Wigg (GB) 12; 3. Lance King (USA) 11; 4. Bo Peterson (Den) 9; 5. Mitch Shirra (NZ) 9; 6. Kelly Moran (USA) 8; 7. Erik Gundersen (Den) 8; 8. Hans Nielsen (Den) 8; 9. Kai Niemi (Fin) 8; 10. Jan Andersson (Swe) 7; 11. Billy Sanders (Aus) 7.

RESERVE: 1. Alan Grahame (GB) 6.

NON-QUALIFIERS: 1. Kenny Carter (GB) 6; 2. Phil Crump (Aus) 5; 3. Michael Blixt (Swe) 1; 4. Larry Ross (NZ) 1.

Under 21 World Speedway Championship

Cox wins, Lucero third

By John Hipkiss

KING'S LYNN, ENGLAND, JULY 29

Twenty-year-old American Steve Lucero battled gallantly to finish third in the Under 21 World Speedway Championship Final.

Lucero, who rides for Eastbourne in British League speedway, scored 11 points to equal England's Neal Evitts and Sweden's Hans Wahlstrom. The three then competed in a run-off for second, which Evitts won over Lucero and Wahlstrom.

The 1984 title went to England's Marvin Cox, the first rider from Great Britain to win this title. He scored 12 points.

Lucero had help in the pits from American star Dennis Sigalos. Although hobbling about on crutches, Siggy gave advice and encouragement.

Lucero scored two wins and two seconds, but he let himself down in his fourth ride when he was beaten by Cox and Alando Castagna from Italy. That cost Lucero the title that's been won twice by Americans; Ron Preston and Shawn Moran, previously.

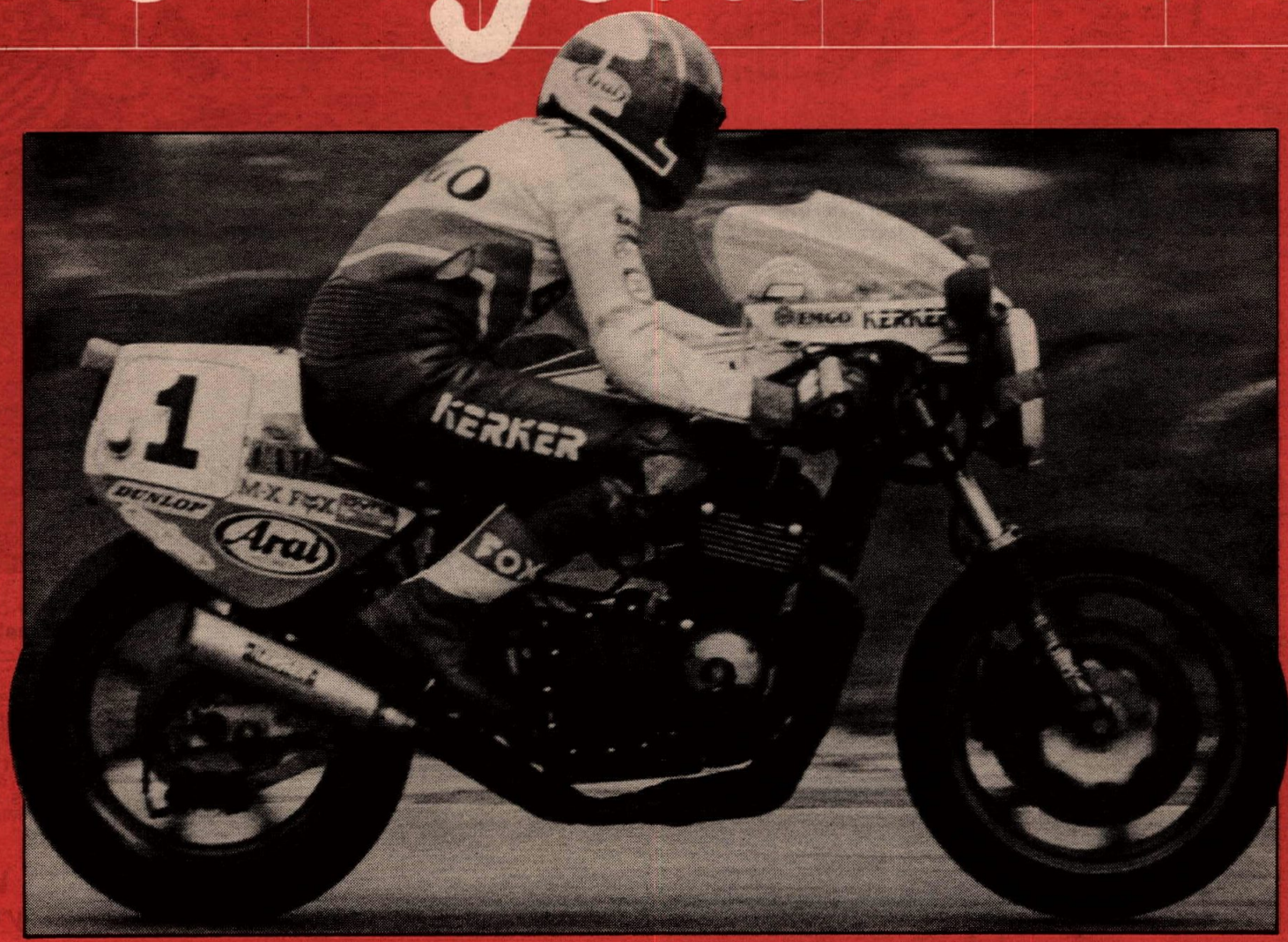
The meet was marred by the death of Swedish rider Lief Wahlmann, who crashed when his machine seized while he was leading a race. He was taken to a nearby hospital, but died the following afternoon. ●

Results

FINAL STANDINGS: 1. Marvin Cox (GB) 12; 2. Neal Evitts (GB) 11*; 3. Steve Lucero (USA) 11; 4. Hans Wahlstrom (Swed) 11.

* — Tie broken by run-off.

The Legend Lives



Dunlop Dominates 24 Hours of Nelson Ledges.

Team Hammer leads Dunlop's one-two-three overall sweep.

Nobody can dish out a pounding better than Team Hammer. And that's what it takes to win the 24 Hours of Nelson. Covering roughly 2000 miles in a day, Team Hammer took the Overall and Prototype Class titles... taking them one step closer to nailing down the 1984 WERA/Dunlop National Endurance Series.

Victory Lane

Dunlop also took 5 out of 7 classes, including:

- **Z-P Racing** - 2nd Overall, 1st Heavyweight Superbike
- **Speed Boys** - 3rd Overall, 1st Medium Weight Production
- **Fast Company** - 1st Heavyweight Production
- **Racing Ottawa** - 1st Medium Weight Superbike

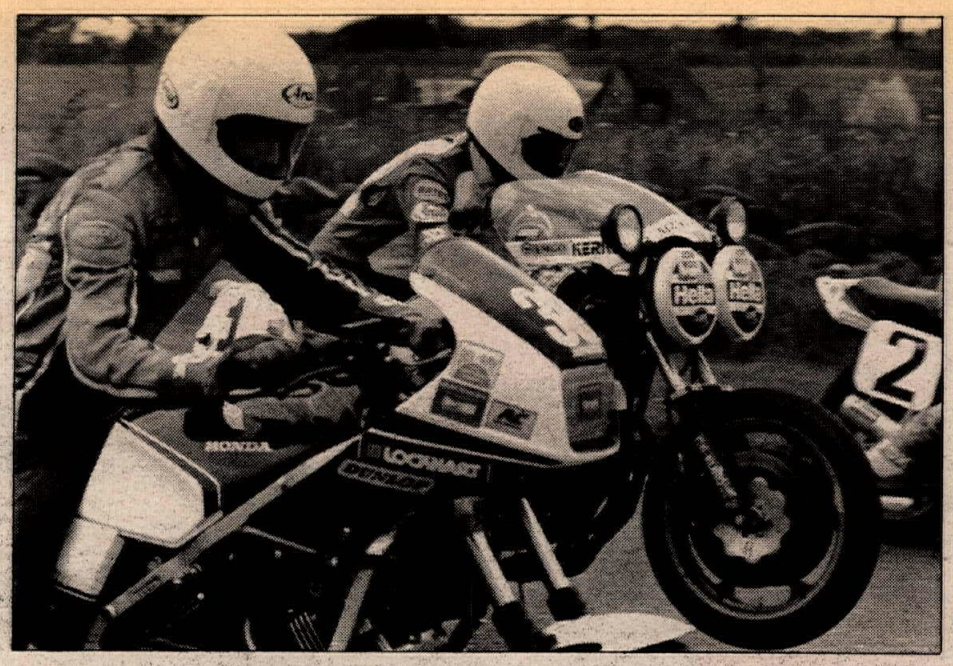
To all our riders who bring home the checkered flag... thanks for doing it on Dunlop.

DUNLOP...The logical choice

Dunlop Tire & Rubber Corp. Buffalo, NY 14240-1109

Russ Paulk moves up on Ralph Johnston Jr. (4) with Dan Chivington (30) and Rich Jagoe (52) following. (Below) Ontario's Lockhart/Spectro/RK/Fox/Dunlop/Western Wheels Honda refuels.

PHOTOS BY RANDY MARRS, LARRY BELL AND JOHN ULRICH



Team Hammer's Paulk wheelies off the start between Heschimura's Chivington (foreground) and Team Ontario's Ashmead (2).

Dunlop/WERA National Endurance Series: Round 7

Team Hammer outlasts longest day

By Randy Marrs

WARREN, OH, JULY 28-29

Team Hammer's "Suzuki Express" rolled into Nelson Ledges Raceway for the 16th annual running of the 24-Hours of Nelson and after the dust had settled the team's Suzuki GS1150 Prototype had taken its fifth endurance win in a row. They beat most of the best endurance teams in North America, covering 985 laps and winning by a margin of 27 laps over the second place FJ1100 Yamaha of Z-P Racing. Team Hammer came within 15 laps of setting a new mileage record for Nelson Ledges despite a 62 minute red flag when the scoring tower lost power in the middle of the night. Judging by Hammer's pace before and after the red-flag, the team could have covered 2063 miles in 24-hours, breaking both the Nelson Ledges 2000-miles record and the U.S. record of 2025 miles set by Hammer at Willow Springs in June.

But despite Team Hammer's big win, the race was dominated by Yamahas. That brand took almost every class win and in the late hours of the race almost every running bike seemed to be a Yamaha.

The race can best be described as the Super Bowl of endurance racing with the best teams on hand from both of America's motorcycle endurance roadracing series on hand. Team Hammer's John Ulrich, Tim O'Kennedy, Steve Baron, Russ Paulk, and Dave Schlosser (who replaced a retired Joey Osowski) made it quite apparent who the nation's best endurance team is as the Arai/Emgo/Kerker/Maxi-Bore/Dunlop/Cam-2/Moto-Fox Suzuki led for 21 of the 24 hours en route to the win.

Five teams took advantage of a Thursday practice session including Team Hammer. Hammer was represented by O'Kennedy and Schlosser in the practice sessions, which were overseen by Californian Ken Hoogland who built, prepped, and tuned the Hammer Suzuki for this race.

After some early morning carb problems were sorted out O'Kennedy began to get in the 1:21 range with Schlosser eventually getting into 1:17's. Schlosser, who holds the track record at Nelson, (1:12.7 on a TZ750 Yamaha), was riding his first race for Team Hammer after an earlier ride in the year with the now defunct Team Cowboy. O'Kennedy was on the Hammer bike for the second time after the team's record-setting winning ride at the 24-Hours of Willow.

"I ran into John out in Laguna and we made some last minute arrangements there for me to ride with Hammer since Joey has retired" said Schlosser.

Owing to the importance of the Nelson event Dunlop Tire and Rubber Co. had four racing tire technicians on hand, headed by Racing Services Manager Jim Allen. Metzeler Tire Corporation was represented by Sure-Fire's David Graham, who helped debut the long awaited Metzeler endurance slicks mounted on North Ridge Racing's FJ1100 Yamaha (ridden by Ralph Johnston Jr. and Sr., Doug Cross, Don Sielschott and Jeff Jenks).

Saturday morning's practice session saw most of the teams taking advantage of the session before the 3:00 p.m. start. Team Ontario's Honda VF1000F Interceptor seized a water pump in practice and a replacement had to be found in town.

Ontario's Lynn Miller elaborated on the team's plans for the race. "We're just going to run 1:20s and 22s and try to be around Sunday to make a race of it in the final hours."

Unlike last year's start which began in a torrential downpour, the start this year began with sun and a few clouds. With the 35 team field taking the green it was Ontario's John Ashmead leading the first two laps followed by Paulk on the Hammer Suzuki, third going to the Lyte Racing Kawasaki Ninja, and fourth held down by 1983 winner Heschimura Racing's 750 Interceptor being ridden by Dan Chivington (partners Larry Shorts, Frank Sega, and Scott Strachan; sponsors Northgate Honda, Dunlop Tires and R.C. Engineering).

By the third lap Paulk had the Hammer Suzuki out in front and was pulling away from the pack after a couple of close laps of racing with Ashmead. As Paulk was saying bye to the field Chivington took over third and began dicing with Ashmead, the front runners lapping by the seventh lap.

By the end of the first hour Hammer, Heschimura, and Team Hornblower were on the same lap in that order with Ontario fourth, a lap down. Heschimura's bid for the front turned sour entering the second hour when they seized an engine and spent 37 minutes in the pits replacing it.

North Ridge Racing's Sure-Fire/Metzeler/Arai /Klotz/ND/Moto-Fox Yamaha-supported FJ1100's race for the front slowed in the second hour coming out of turn four when the bike, with Ralph Johnston Jr. riding, slung a chain off the sprocket.

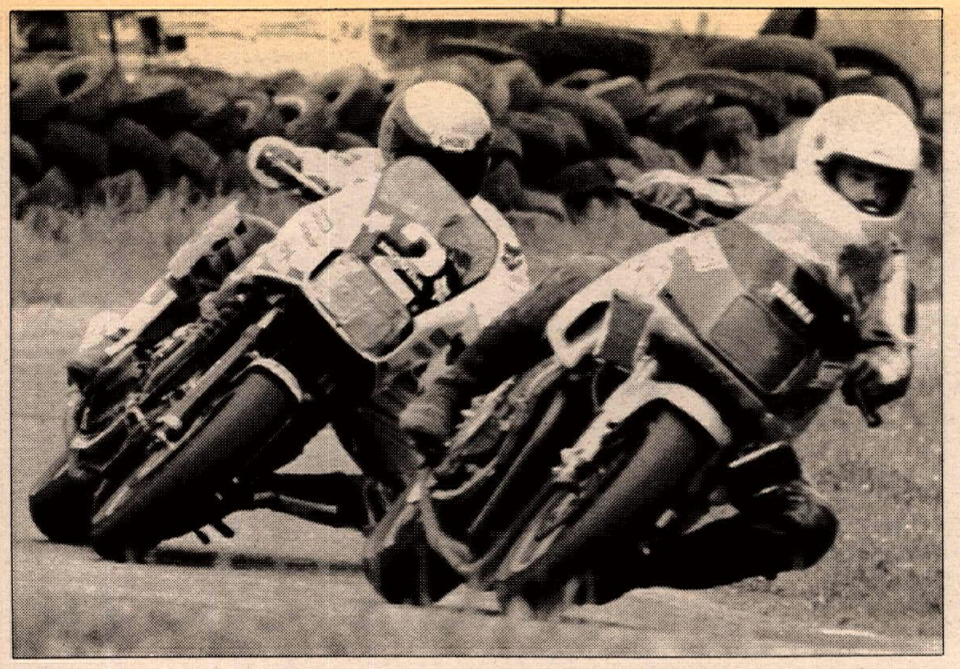
North Ridge's Ralph Johnston Sr. said "It's really my fault. When I was prepping the bike earlier in the week I forgot to put hardened bolts on the sprocket and the ones I used sheared off."

By the end of the third hour Hammer was two laps in front of Ontario and an elated John Ulrich summed up Hammer's position. "We had all our problems in the morning practice and haven't had a one during the race. We came here last year and got smoked (16th) and now we're two laps in the lead and our man Russ is flying. He's a secret weapon."

The Hurst Yamaha/T, Inc. FJ600 manned by Kevin Schwantz, Ken Morgan, Bob Sellers, and James Trimble had moved into third by the end of the fourth hour. By the end of the fifth hour Ashmead and Miller had ridden the Ontario Honda into the lead, a lap up on Hammer. The K&L Racing/College Bike Shop VF1000F Honda Interceptor of Fred King, Jimmie Kemp, Jack Leece, Bob Lill and Fred Giamo took over third after a crash cost the Hurst Yamaha several laps. The Heschimura #2 VF500F of Scott Wilke, Bill Conan, Greg Kirby and Keith Marshall moved into fourth.

With darkness coming on and teams pitting for lights Miller brought the Ontario Honda into the pits for lighting and tires and to turn the bike over to night riders Jay Parnell and Phillipe Kostezer.

"We're three laps up on Hammer right now and we've been beating Hammer in the pits all day until this one — I think it's a little slower," said Miller. "We're just babying the bike right now."



Team Ontario's Lynn Miller chases Z-P Racing's Lex Hutton early in the race; Z-P finished second, Ontario DNF.

Frank Dinardo uses Team Ottawa's RZ500 to go around two FJ600s and a GPz550. (Below) Speedboys get their trophy.

Several spaces down in Hammer's pits Hoogland said "We're doing great right now. The bike's been running without any problems and we're racing according to plan. We move at night."

After maintaining their lead through the seventh hour Ontario's charge came to an end just into the eighth hour. Night at Nelson is notorious for crashes and this was no exception. Ontario's Parnell became involved in a four-bike crash. "I hit the dogleg and there was oil and glass everywhere," Parnell said. "There were already two bikes down and I didn't have anywhere to go. There was no waving yellow flag of any kind, no warning at all. Another bike went down behind me and when I got up they were just starting to wave the yellow."

Going down behind Parnell was Kevin Schwantz on the Hurst FJ600. "I was right behind Parnell, and the next thing I knew he went down in front of me and all I saw was sparks and lights everywhere," said Schwantz. "Then another bike went down and another. I couldn't even find my own bike. Parnell dumped it big time. I really hope he's okay." (Parnell suffered possible cracked ribs and was out for the race.)

Along with Schwantz and Parnell, Team Roadrunner's VF500F, K&L Racing's Honda, and Rubber Down Racing's FJ600 were involved in the crash.

After spending 35 minutes in the pits to repair damage to the Ontario Interceptor, Kostezer went back out, 22 laps off the pace.

With all the pit action taking place Hammer's O'Kennedy flew into the pits, unable to see due to the fogging of his face shield.

"I can't see, I can't see" yelled a frustrated O'Kennedy. Giving him a new face shield Schlosser said "Just cruise man, take it easy" and O'Kennedy roared out of the pits.

Minutes later half the pit lights went out making it almost impossible for the scorers to see their respective bikes. A wire had vibrated loose on the generator powering the lights and the only way to fix it was to shut the entire system down. A decision was reached and the race was red flagged to get the problem fixed.

The field entered the pits to make any needed repairs on their bikes while the lights were repaired. After 62 minutes the race was restarted with bikes being gridded in the positions they held when the race was halted.

During the lull in action Heschimura's Dan Chivington reflected on the track. "You go as hard as you can and see what happens. Larry just came in and said the track's in bad shape, oil everywhere. I'm getting ready to find out. I guess the red flag will give a lot of teams that broke a little breathing room."

Ontario's Kostezer said "I only got to run a lap before the red flag but the bike feels good."

With the lights fixed and the race on a second time Kevin Schwantz took the on-track lead over Hammer, several laps down on the Suzuki.

By the halfway point Hammer had an eight-lap advantage over Heschimura #2 while the Z-P Racing/Rick's Cycle Center/D.E. Machina/Klotz FJ1100 of Kevin Perry, Greg Zizza, Lex Hutton, Ed Bargy and Nick Fagan had taken over a solid third. The Racing Ottawa/Darotune/CFGO Radio/Capitol City Cycle RZ500 Yamaha held fourth and Heschimura #1 had worked back into fifth on the same lap with the RZ500.

As usual in an endurance race there were several races going on between classes. The race for Lightweight Production was between Team Maryland, Rochester Roadracers, and Bi-Wheel Express. Bi-Wheel was running the first race on their new water-cooled 16-valve four-cylinder RG400 Suzuki and had been experiencing transmission problems since the first hour. Bi-Wheel's Fred Ecklow said "It keeps popping out of gear and it's very frustrating, especially going into the turns. But we're staying close to the FJ600s."

As the race was entering the early hours in the morning, Team Hammer's Russ Paulk, waiting for his turn on the bike, said "Chivington and I were turning 1:19s and 1:20s earlier. The race here is won or lost at night. We'll be doing okay tomorrow if we don't screw up, and Ontario should be right up there if we do."

With the end of the 13th hour Ontario had crashed again — Dave Bonnie riding for injured Parnell — and was out. Heschimura was running second and third as Heschimura #1 was having a fierce battle with Z-P Racing, swapping third and fourth and running on the same lap for two hours. Heschimura #1 went into second at the end of the 17th hour only a lap up on Z-P.

Heschimura #1 held fourth while the fabulous Speedboys (John Yurejefcic, Larry Burkholder, Rich Colano, Lawrence Dinmore and Jim Tribou) held fifth on the Rocky Cycle/Spectro Oils FJ600. After an earlier crash with Don Seilschott riding North Ridge Racing had worked back into eighth as Team Maryland (John Lowman, David Back, Courtney Collins, sponsored by Pete's Cycle Co.) led the Lightweight Production class and held seventh overall on an RZ350 Yamaha.

Just into the 18th hour Heschimura #1's ride came to an end with Shorts riding. Coming through the slippery carousel Shorts ground out and crashed the Interceptor hard, possibly breaking an elbow.

By the end of the 19th hour Heschimura #2 held second only a lap up on the hard-charging Z-P Yamaha. But Heschimura #2's race came to an end only minutes into the 20th hour as their 500 Interceptor spun a bearing and retired.

With the bikes now just trying to finish the order remained almost unchanged to the end. Ulrich rode the final leg for Hammer and took the checker. The FJ1100 Yamaha of Z-P Racing took second, first in the Heavyweight Superbike class. Following the Z-P entry was the Speedboys FJ600 for third overall and first in Middleweight Production.

North Ridge Racing's FJ1100 was fourth after a come-from-behind charge. Fifth was taken by the Racing Ottawa RZ500 Yamaha ridden by Bugs Green, Frank Dinardo, Paul Brignell, and Dan Witmer and first in Mediumweight Superbike despite crashing after an early-race collision with Hammer. Sixth went to Team Maryland's RZ350 Yamaha handled by Lowman/Back/Collins, first in Lightweight Production.

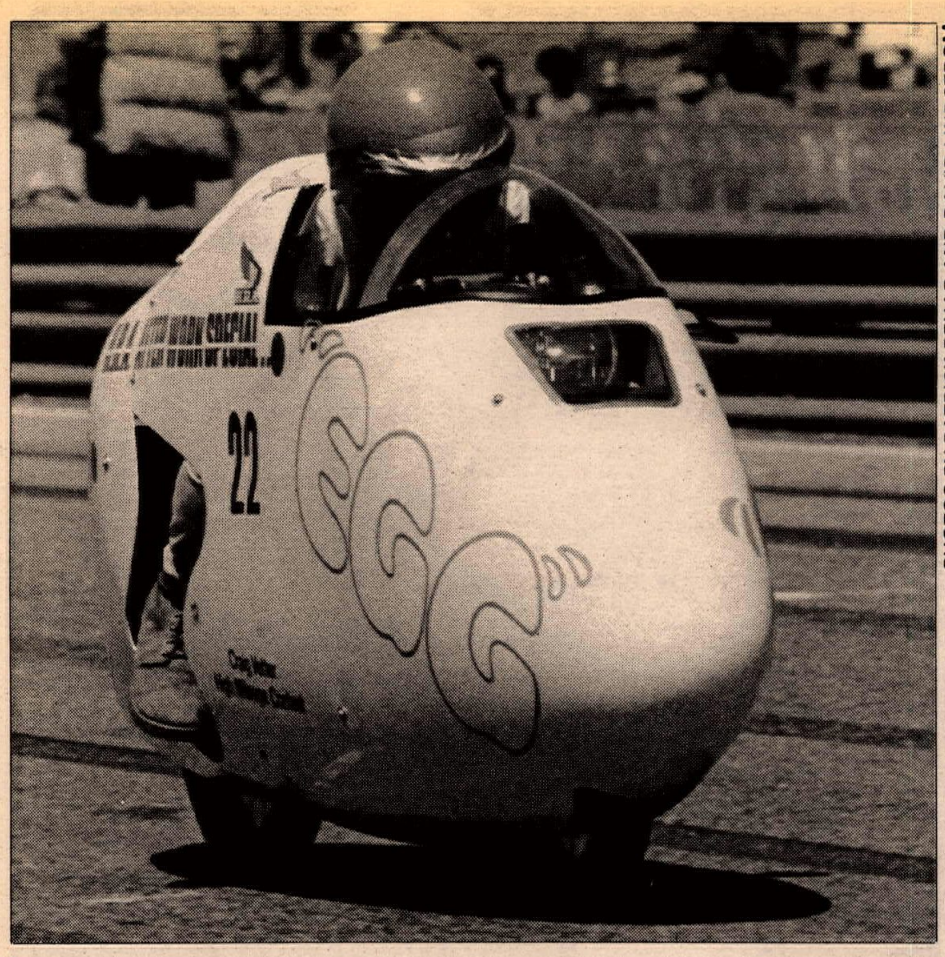
Eighth overall and first in Lightweight Superbike was the Team Leonard/Cycle Swap/Champion Spark Plugs/AMP Cycle/North Bay Cycle RZ350 Yamaha ridden by Randy Rhem, Grant Foster, Pat White, and Brent Wood.

First in Heavyweight Production and 21st overall was the Team Tepid CB750F Honda of John Allers, Dave Clark, Don Framsrad, Ron Widell, and Dale Mensch. •

Results

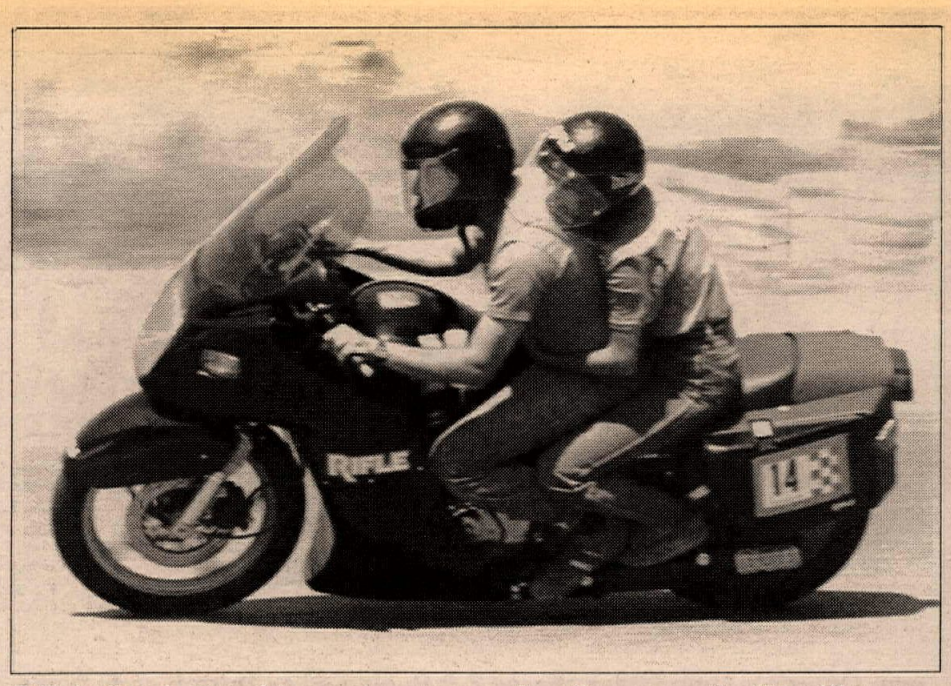
1. Team Hammer: John Ulrich, Russ Paulk, Steve Baron, Tim O'Kennedy, Dave Schlosser (Suz GS1150) 985 laps, Prototype; 2. Z-P Racing: Greg Zizza, Kevin Perry, Lex Hutton, Ed Bargy, Nick Fagan (Yam FJ1100) 958 laps, Heavyweight Superbike. 3. Speed Boys: John Yurejefcic, Larry Burkholder, Rich Colano, Lawrence Dinmore, Jim Tribou (Yam FJ600) 944 laps, Mediumweight Production; 4. North Ridge Racing: Ralph Johnston Sr., Ralph Johnston Jr., Doug Cross, Don Sielschott, Jeff Jenks (Yam FJ1100) 930 laps, Heavyweight Superbike; 5. Racing Ottawa: Dan Witmer, Paul Birgnell, Frank Dinardo, Bugs Green (Yam RZ500) 920 laps, Mediumweight Production; 6. Team Maryland: John Lowman, Jeff Atwell, David Back, Courtney Collins, Craig Gaver (Yam RZ350) 920 laps, Lightweight Production; 7. Team St. Louis: Dan Hayes, Gaines Desloge, Mark Oldham, Tim Paige, Carol Taylor (Kaw GPz550) 914 laps, Mediumweight Superbike; 8. Rochester Roadracers: Jeff James, Sam Backus, Neil Barker, Tom D'Tore, Robert Jacoby (Yam RZ350) 911 laps, Lightweight Production; 9. Team Leonard: Randy Rhem, Grant Foster, Pat White, Brent Wood (Yam RZ350) 910 laps, Lightweight Superbike; 10. Team Redline: Randy Ward, George Fitz Sr., George Fitz Jr., Mike Taylor, Steve Mason (Hon VF500F) 902 laps, Mediumweight Production; 11. Team Roadrunner: Ray Delaney Dave Brodowsky, Edward Dukovac (Hon VF500F) 894 laps, Mediumweight Production; 12. Fast Company: Steve Cline, Mark Hanson, Doug Henry, Joe Ardolino, John Bowles (Hon VF500F) 893 laps, Mediumweight Production; 13. Rubber Down Racing: Ron Lindberg, Mark Heiser, John Lopez, Tom Parr (Yam FJ600) 890 laps, Mediumweight Production; 14. Cycle Speed Racing: Bob Evans, Bob France, Ben Martinez, Scott McKay (Yam RZ350) 882 laps, Lightweight Superbike; 15. Generic Racing: Vern Everette, Mike Stevenson, Al Wilkening, John Wilkening, John Anderson (Suz GS450) 856 laps, Lightweight Production; 16. Bi-Wheel Express Racing: Fred Eklow, Brad Boesel, Per Brundell, Joe Culbertson, Randy Hermes (Suz GSX400R) 843 laps, Lightweight Production; 17. Team Maryland: John Lowman, Jeff Atwell, David Back, Courtney Collins, Craig Gaver (Yam RZ350) 810 laps, Lightweight Production; 18. Steel City Road Racing: Paul Doric, Bruce Egan, Dave Civit, Rex Miller (Hon CB900F) 802 laps, Heavyweight Superbike; 19. Heschimura Racing #2: Scott Wilke, Bill Connan, Greg Kirby, Keith Marshall (Hon VF500F) 798 laps, Mediumweight Production; 20. Lyte Racing: Richard Jagoe, Scott Broad, Ron

(Continued to page 27)



PHOTOS BY PATRICK BEHAR AND DAVID LINDSTROM

(Above) Matsu Matsuzawa's "Egg" won the Nickel Race when top mileage man Dan Hanebrink (below) had gas leak out of the carb.



Rifle's Charly Perethian and passenger Sue Gage won the "Real" motorcycle class on a Suzuki GR650, 125 mpg on the road.

Craig Vetter Fuel Economy Run

Honda Egg poaches Open win; Rifle blasts Real bikes

By Tod Rafferty

MONTEREY, CA, JULY 21-22

The fourth annual Craig Vetter Fuel Economy Run returned to the track at Laguna Seca for another display of motorcycling's potential future. At stake in both the Open class (almost anything goes) and the Real Motorcycle class (650cc minimum, at least two cylinders and one passenger) was $2000 and a sculptured trophy.

Most of last year's contenders were back for another shot, though American Honda's ill-starred streamliner fried an engine in practice and didn't start. Team Rifle, winners in '83 with 382 mpg, switched to the Real class this year, leaving the Open contest a showdown between Dan Hanebrink's XL80-powered mini-pod and Matsu Matsuzawa from Honda Research with a Rifle-faired XL125.

In Saturday's qualifying run along the coast highway between Carmel and Big Sur, Bob Lebo piloted the Hanebrink machine to a record-breaking 557 mpg. The engine had been fitted with a manual spark advance, the cam timing altered, compression raised slightly and the internals Kal-Garded. The same bike had been toppled by the coastal winds two years ago, and finished second last year at 362 mpg. "We went way too fast last year," Hanebrink said.

Matsuzawa qualified the HRA Egg in second place on Saturday with 340 mpg. Ken Miyako and Vern Gabbert of Honda Research had helped assemble the after-hours project using miscellaneous parts off the shelf. The bottom end came from a 200 ATC, then was fitted wtih an XR185 six-speed transmission. The CB125 cylinder was topped by the head and cam from a TL125. The final displacement was about 145cc.

Jim Smith of Clovis was third best qualifier with 272 mpg on a Yamaha 185. Fourth on Saturday, at 262 mpg, was the Spirit of San Luis, a three-wheeler built by Mike Bartz and Rick Montanaro. Last year the team had entered a two-wheeled CB100 enclosed by aluminum tubes and Dacron, and recorded 429 mpg. But they were disqualified by a late finish.

Vetter's rules for the three-wheeler class stipulated that because their frontal areas is so much less than that of a motorcycle, a weight penalty would be required in the form of 50-pound bag of dog food. So Jim Bartz controlled the recumbent trike while lying on a bag of Purina. Ken Miyako logged in fifth with 246 mpg on the XR185 built by Bob Clarke of Hondaline. Gerald Foster on the Vesco/Guzzetta Suzuki 125 came in next at 198 mpg.

In the Real Motorcycle class, Rifle Fairing's Charly Perethian was top qualifier on a Suzuki GR650 at 125 mpg. His passenger was Sue Gage (99 pounds dry).

Perethian made no internal engine modifications, but did enhance the Tempter's handling, power band and aerodynamics. A spring kit from Progressive Suspension and an 18" front wheel improved the steering. Denis Manning provided a set of BUB pipes that cleaned up the low rpm response, and Perethian mounted his own prototype fairing and saddlebag/tailsection. The final gearing was 17/28, which had the twin turning 2950 rpm at 55 mph.

Qualifying second in the Real class was Chris Hodgson on a Gold Wing 1100 from CC Products in Los Gatos. The Honda, fitted with a CC manifold and single Weber carburetor in place of the four original mixers, turned in 109 mpg. Alvin Botts' XS650 Yamaha was next with 94 mpg, followed by the Honda 700 Shadow of Kiyoshi Aizawa at 88 mpg.

Sunday's showdown was held on the Laguna Seca track between heats of the Formula One race. Each Open bike was fitted with a bottle containing five cents worth of fuel; the Real class bikes got a dime's quantity. The float bowls were first run dry. And the delay between the draining and refilling spelled the downfall of several contestants.

A few minutes before the start it was noticed that Ken Miyako's float had stuck and the fuel had leaked out. The same problem went unnoticed on both Hanebrink's and Guzzetta's machines. Only after the LeMans start was it apparent that some machines were nearly dry. The Hanebrink machine made only one lap. Matsuzawa, unaffected, went on to make six laps and take the victory.

Miyako had time to refill and was second with five laps, followed by Artz's three-wheeler at four. James Smith put his Yamaha in fourth with three tours.

In the Real class Perethian made his Saturday finish stick, outdistancing Aizawa on the Shadow in second. Hodgson was third on the Gold Win. The Honda CRX, which Vetter included to show what miserable mileage most bikes get compared to cars, also had fuel problems on Sunday. In Saturday's qualifying, Oscar Jackson put the coupe in seventh place with 81 mpg. That's with a passenger *and* a 50-pound bag of Purina Dog Chow.

It seems that each year a few more logistical glitches are removed from this event, only to be replaced by a few more. Perhaps it's inherent in such contests. While the racetrack showdown produces the prize money, trophies and glory, it's mostly a show for the crowd. The real contest happens the day before on the coast highway, in the natural environment of two-way traffic, irregular surfaces and gusting winds.

Given those conditions, and this year's results, you have to wonder just how far we may be from the reality of a comfortable, two-place 100 mph/mpg motorcycle. •

Results

ROAD RUN:

OPEN CLASS: 1. Dan Hanebrink (Hon) 557.265; 2. Matsu Matsuzawa (Hon) 339.583; 3. James Smith (Yam) 271.667; 4. Mike Bartz (Hon) 262.903; 5. Ken Miyako (Hon) 246.038; 6. Gerald Foster (Suz) 197.576; 7. Steve Bruhn 144.889; 8. Vern Gabbert (Hon) 141.432; 9. Fred Frank (Hon) 130.661; 10. Ben Knight (Kaw) 109.58.

REAL CLASS: 1. Charly Perethian (Suz) 124.685; 2. Chris Hodgson (Hon) 108.848; 3. Alvin Botts (Yam) 94.493; 4. Kiyoshi Aizawa (Hon) 87.634; 5. Jon Work (Suz) 76.526; 6. David Edwards (Yam) 74.856; 7. Oscar Jackson (Hon) 80.994; 8. Del Shively (Suz) 73.923; 9. Dave Biasotti (Hon) 66.599; 10. Frans Vandenbroek (KZ) 65.859.

250-499: 1. Otto Hoffman (H-D) 108.251.
500-750: 1. Vern Gabbert (Hon) 141.432.
751 UP: 1. Chris Hodgson (Hon) 108.848

PHOTO BY BRIAN BARNES

Save 53% over newsstand price.

Name _____

Address _____

City _____ State _____

Zip _____

Signature _____

Visa #
MC # _____

Expiration Date _____

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL (together with any other charges due thereon) subject to and in accordance with the agreement governing the use of such card.

CYCLE NEWS (1 year) **$25**
☐ 50 ISSUES
CYCLE NEWS (2 year) **$45**
☐ 100 ISSUES
CYCLE NEWS (3 year) **$68**
☐ 150 ISSUES
Please send me the ☐ **EAST** ☐ **WEST** edition

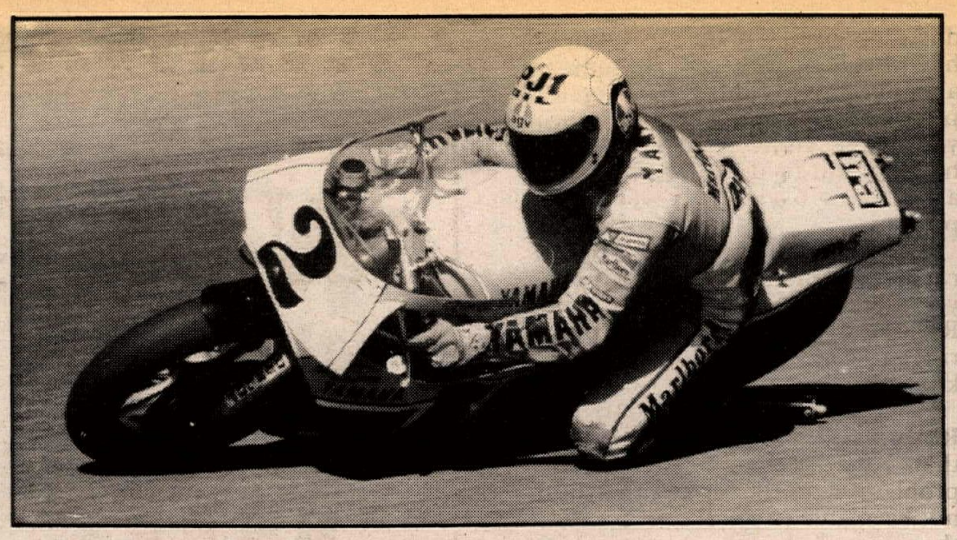
This is a renewal ..... ☐
Please bill me ..... ☐
I enclose check or money order ..... ☐

Canada and Mexico (1 year) 2nd class $43. Other foreign rates available upon request. Check & Money Orders payable in U.S. funds.

VISA MasterCard

Send to: **CYCLE NEWS/West**
P.O. Box 498
Long Beach, CA 90801-0498

Or Call: **(213) 427-7433**



King Kenny Roberts: Quitting at last?

By John Ulrich

Yamaha Racing Manager Ken Clark poked his head into the doorway of three-time 500cc Road Racing World Champion Kenny Roberts' motorhome, which was parked in the pits at Laguna Seca Raceway. "They're calling a mandatory rider's meeting," Clark told Roberts, who was talking with a reporter at the time.

"Ah, piss on 'em," Roberts said, turning back to the reporter and his tape recorder as Clark disappeared.

"Are you really quitting?" the reporter asked.

"I'm fed up," Roberts replied. "I'm fed up with it right now. Not really fed up with the actual racing part of it, but I've been doing it a long time. I think I could still go faster and still continue but I don't have the desire to do it anymore. And until I get that desire to do it, I'm not gonna do it.

"It's one of those thing where it's pretty dangerous if you want to be at the level that I am. If I want to be at a lower level and just ride around and take my chances at winning with luck, that's fine. But if you want to be the fastest guy on the racetrack it's altogether a different story. To be the fastest guy every place you go is hard to do.

"Me and Freddie (Spencer) have been pushing our abilities to be the fastest guys at the racetrack. Where ever we show up we're the fastest guys. It takes a lot of discipline, a lot of training, and a lot of time on a motorcycle and I just don't have the inclination to do that anymore.

"So it's better that I quit because these one or two races a year is not gonna do that. I'm not gonna be at my razor edge and I'm not there right now. I find that I'm doing things that I have to think about that I should just be taking in stride.

"The trouble with riding," Roberts continued, "is that it looks easy but there was a lot of training and a lot of work that I had to physically go through to be able to ride that thing the whole way. I haven't been on it since April and if I lay off from now until April again it makes it that much harder.

"If I keep riding just one or two races a year I'm gonna get to the point where I no longer can handle it. Just my body is not physically ready for the amount of G-forces and stuff you have to do now to win the race. I'm not physically ready for it.

"I'm going out on top. Because if I don't quit, and just do two or three races a year, forget it, I'm going to go out on the bottom."

Roberts had already qualified fastest for the Laguna Seca race, turning one lap in 1 minute 6.95 seconds. Asked how that could be if he really wasn't razor sharp, Roberts said "I'm saying that if I were sharper I would be going at least very low sixes or high fives. If I had a week here I'd be in the fives."

What about rumors that he might run one more race in Europe? Is Roberts really going to retire?

"This is it," Roberts said.

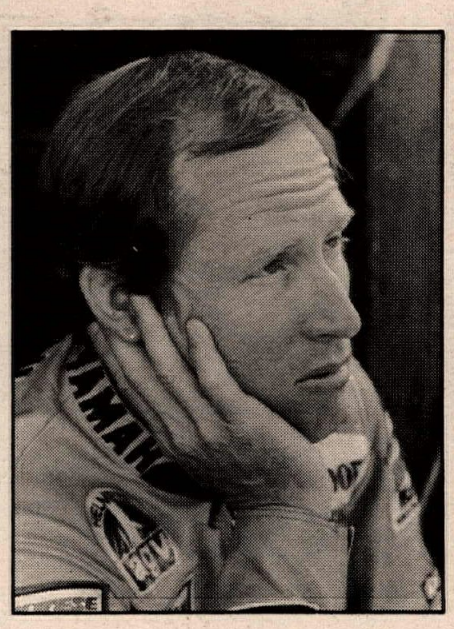
"Positively?" asked the reporter.

"No, I can't say that because I may have to help Eddie (Lawson) in Europe," Roberts said.

"As far as the U.S.?" pressed the reporter.

"This is it," Roberts said.

"What about the rumors that you'd ride at Silverstone?" the reporter asked.



"That was because we had to submit an entry (in advance)" Roberts said. "Assen was about the time we had to have the entry in. I don't think we can give him (Lawson) enough help now. It's not a situation where I can help him right now. If it comes down to him winning a race and Freddie getting third, then maybe I can do it. But to go over there and ride around behind him and him get third or fourth is not gonna help him.

"It's on him right now," Roberts said. "He's got to do it. So it's gonna be Italy probably, the last one, before I probably help him. *If* I can. That's the only thing (that keeps me from saying) that this is my last race. If there had been a disaster at Spa, then I probably would have rode (Silverstone) England."

Roberts' ride at Laguna did help Lawson, although indirectly. He rode a bike identical to Lawson's, to develop tires and suspension. That's why he elected to ride a 500 instead of the 695cc OW69 (Roberts calls it a 680) he used at Daytona in 1984 and 1983 and at Laguna last year.

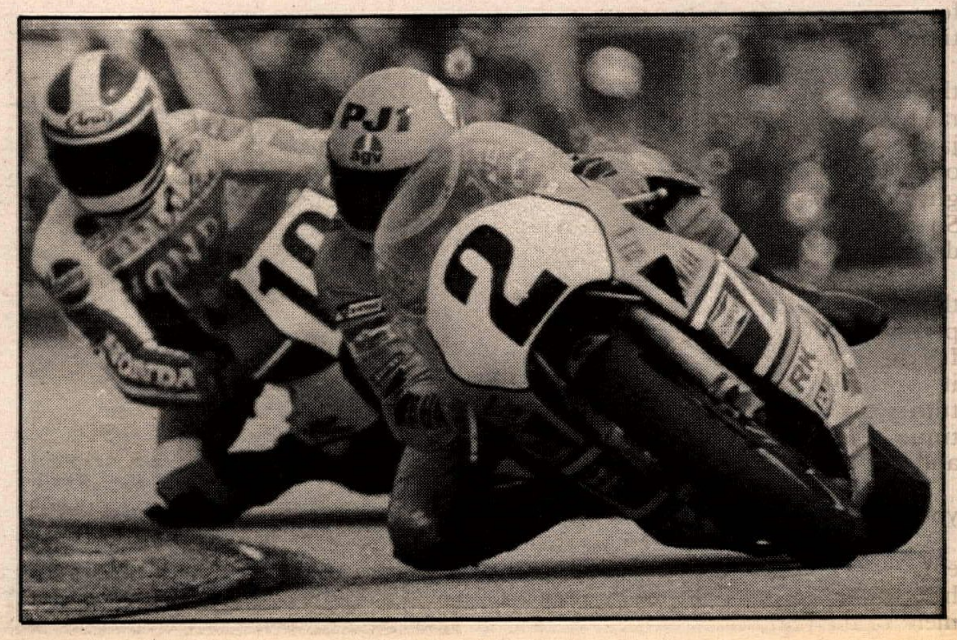
"I like the 500," Roberts said. "It's updated. I can do something to better the motorcycle. The 680 is retired. I can make the 680 better, but why? It's retired. No one's gonna use it again. The suspension unit and all that kind of stuff is about three years old, and I wanted to ride something that was fresh and that I could improve on. Same with the Japanese (from the Yamaha factory). They were glad they could get one together to have the input.

"I've tested probably 15 new constructions for Dunlop," Roberts continued, "and I don't know how many compounds. But I've been testing a lot on the motorcycle in the short time I've had to ride it. Which is one of the problems here. I think I could go faster if I just had time to work the bike out."

What about Roberts' view of Lawson's chances at keeping his World Championship points lead intact?

"Eddie has a lot of pressure on him right now because if he takes the chances — and tries to win — there are more chances of doing something wrong when you're going for a win than when you're not. When you're riding conservatively you can kind of plan everything out and you can win the World Championship doing that.

"In Eddie's position right now he



doesn't have to win the races. But he has to ride aggressively enough, to about 90% of his ability, to keep the point lead as much as possible because you never know what's going to happen. But he doesn't have to win all the races to win the World Championship."

Rumors are flying about Roberts' car racing debut, twice scheduled but yet to happen. Autoweek raved about Roberts' lap times during his first ride in a car, in a test session at Watkins Glen.

"I haven't had it (my debut) yet," Roberts said. "The problem has been that Ford is having some engine problems with the car and they have not been able to produce two cars at the racetrack. And they have two full-time drivers. So they need two cars to have another driver.

"The races they wanted me to drive they couldn't supply a car, so we've been pushing it back, so I've had a little more time in the cars and a little more time to get ready for the race. I think I'll probably do a stock race in Ford Mustangs or something first, and that will probably be in August sometime. And than I'll be driving GTP cars if they don't have the engine problem they're having now.

"I think that if they're impressed with that lap time they're really gonna be impressed when I can drive it because I had never seen Watkins Glen before and I've only done four laps on it in a car. So it was the first time I drove the car and the first time I drove on the racetrack. There's a whole lot more that can be done.

"It's sure different than motorcycles — and a lot easier — and I haven't had enough time in the thing. Like I said, I blew the engine up in four laps so that's really not enough time to give 'em the honest feedback.

"The races I'll drive at first are three-hour races. They have shorter races, but that's kind of an endurance jaunt, and I'd like to try just going out and driving with the rest of the guys, and just seeing what it's about. So that's the three-hour race with two drivers.

"The cars are very lightweight, they've got a lot of horsepower, experimental cars, all prototype stuff. It's probably one of the places to start if you want to, and I had the opportunity to do that. If I like it I'll continue in that area or some other area and if I don't I won't."

"Did you find them or they find you?" the reporter asked.

"They were looking for new talent," said Kenny Roberts, describing himself in perhaps the understatement of the year. •

WISECO/ HARLEY DOMINATE DUQUOIN

Dateline: 7/28/84 DuQuoin, IL
Wiseco Powered Privateers Finish 1,2,3

Congratulations to Hank Scott, Ted Boody, and Steve Morehead on their First, Second, and Third place finish aboard their XR750 Harley Davidsons in Round 17 of the AMA/Camel Pro Series.

★★ Professional and amateur racers around the world have come to depend on the strength and reliability of Wiseco pistons.

★★ Wiseco Pistons are forged from High-silicon, light-weight aluminum alloy for closer piston to wall clearances, maximum horsepower and greater dependability.

★★ Wiseco offers two and four-stroke pistons for any type of riding. Big bore kits for touring, road and drag racing...Whether you ride a current street model or discontinued off-road cycle, Wiseco has the piston you need to maximize performance and increase engine life.

Call for your FREE Wiseco Hi-Performance Motorcycle/ATV catalog today
1-800-321-1364 (USA) • 1-800-362-1368 (OHIO)

Wiseco WISECO

WISECO PISTON INC.
7201 Industrial Park Blvd. Mentor, Ohio 44060 (216) 951-6600
WISECO PISTON CANADA INC.
178 Ingersoll Rd. P.O. Box 383 Woodstock, Ont. N4S 7X6
(519) 537-6281 1-800-265-1029 (Canada)

KONI WINS

1st Open Super Street

AFM Series
Sears Point — July 1, 1984
Sears Point — July 29, 1984

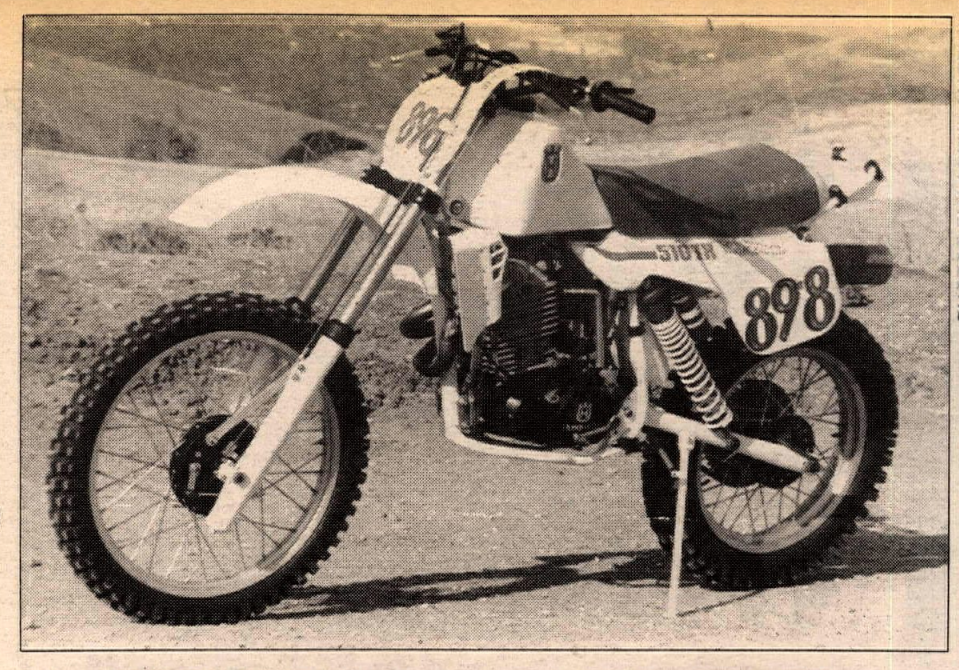
KONI 7610 Adjustable Shocks
Available At All Quality Dealers

Doherty Doubles At Sears

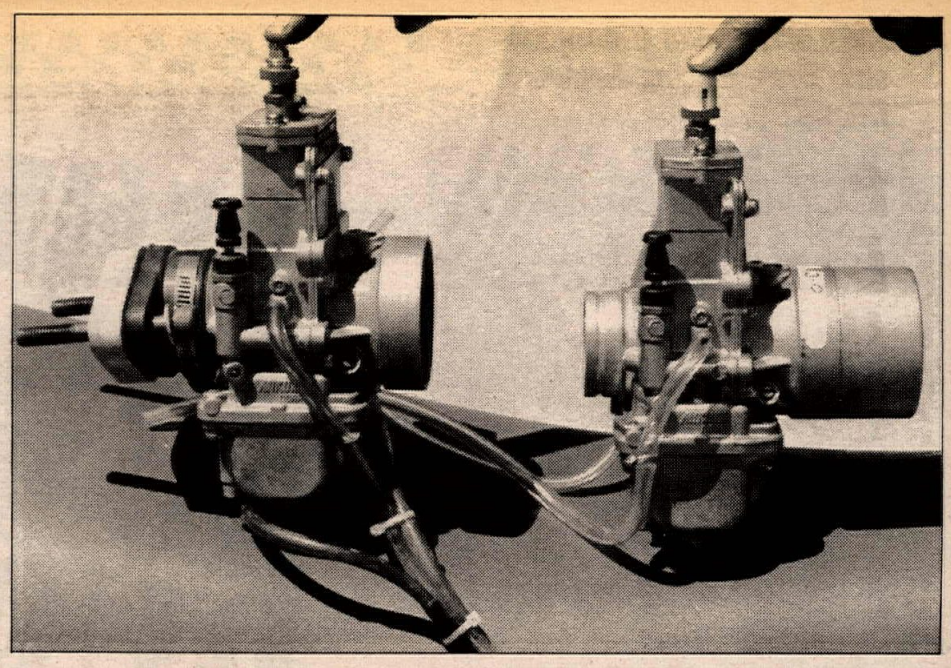
KONI

Koni America, Inc., 111 W. Lovers Lane, Culpeper, VA 22701 703/825-4543

GRAND NATIONAL CHAMPIONSHIP SHOCKS

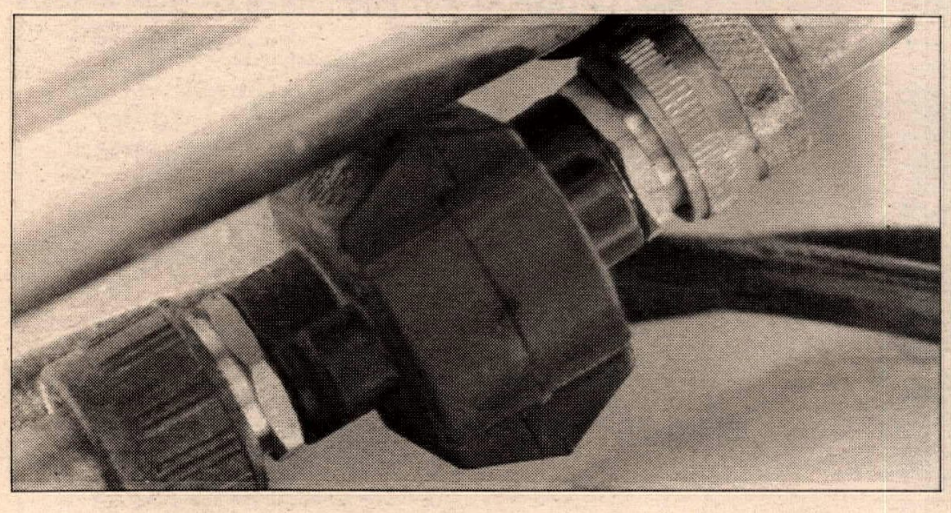


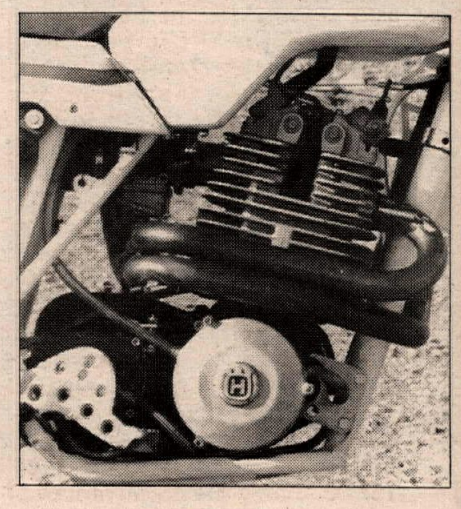
PHOTOS BY LARRY LANGELY



(Above) Modified 510TX Husky four-stroke. (Below) This VDO gearbox enables the use of a Honda odometer. It costs $25 from Hollywood VDO.

(Above) Both Up-Tite and White Bros. carb kits use 38mm flat-slide Mikunis. The Up-Tite carb (left) needs an intake manifold spacer.





Fixing the Husky four-stroke

By Larry Langley

Husky four-stroke woes that have been documented in these pages led to a recall of all the thumpers to correct some major problems. While some riders have all but given up on their Swedish Steeds, a number of riders have continued to campaign them, including AMA D-37 and CRC southern California enduro rider John Jacobsen, the owner of the 510TX Husky that we borrowed for an impression some time ago. While Jacobsen did not have the continuous problems that some of the other owners number of faced, he did experience hard starting when hot. In fact during one CRC enduro, Jocobsen killed the motor in a turn and lost over 20 minutes getting it restarted: he was more than dissatisfied.

The problem seemed to be the Dell 'Orto carburetor which was equipped with an accelerator pump. No matter what the adjustment, the bike flooded at the worst moment.

Other problems encountered by Husky owners included oil leaking out the shift shaft, clutches going belly up, valves seizing, ignitions failing and foam filter fires. Not all failed at once. Jacobsen's bike did experience premature clutch wear, leaking shift shaft and hard starting mentioned earlier.

Husky's recall replaced the clutch, the valve seats, the ignition system, and the shift shaft. The pumper Dell 'Orto was replaced with a 40mm non-pumper Dell 'Orto and the stock foam air cleaner was replaced with a K&N fabric filter to eliminate the possibility of fire if the engine backfires during starting.

However, both White Brothers and Up-Tite Husky came out with replacement carburetor kits for the Husky and we made arrangements to test each unit rather than opt for the replacement Dell 'Orto. Both kits contain a 38mm flat slide Mikuni carburetor, similar but not identical units. They differ in that the Up-Tite Husky carburetor has a shorter length bell which requires a spacer between the carburetor and intake manifold and longer bolts to compensate for the spacer.

The White Brothers Mikuni comes with a long bell, therefore no spacer is required. Both kits come with the proper throttle cable and a K&N filter are essentially bolt on, ready to run. The jetting for both carburetors is very similar and no rejetting was necessary. Both worked very well and seemed to solve most of the carburetor-related hot starting problems. Throttle response was excellent and starting both hot and cold was a snap.

The Mikuni carburetors also delivered excellent gas mileage. On a recent long-range trip in Baja, Jacobsen got 60-65 mpg and he wasn't poking along either.

Other modifications that Jacobsen made were to replace the stock handlebars with higher rise bars (old Husky bend). The stock bars were just too short to be comfortable. An '84 Husky 500XC tank bolted on (but requires the '84 XC seat) and increased the fuel capacity to 3.4 gallons. Jacobsen wanted longer range for Baja. The stock tank is adequate for normal enduro use.

An Up-Tite Husky pipe was fitted and worked very well except for the fact it tended to burn the riders leg. A stock side panel was re-installed to form a heat shield in place of the Pro-Circuit panel which is much narrower. The stock side panels are very wide in order to clear the stock pipes which exit near the top of the shock on each side, a very poor design. Up-Tite Husky now has an accessory spark arrestor available that bolts on to the end of the Forest Service Up-Tite approved pipe.

Other modifications included fitting and Up-Tite Husky aluminum oil filler plug in place of the stock plastic plug which has a tendency to melt. The plug will also fit the Husky two-strokes. An Up-Tite aluminum brake lever was also installed.

Since Jacobsen is also an enduro rider, he needed to fit a speedometer to the bike. Instead of the usual VDO set-up found on most Huskies, Jacobsen wanted a larger, easier-to-read Honda odometer. But since the Honda unit was a completely different ratio, a way had to be found to gear it properly. One solution would be to fit a compatible Japanese enduro drive on the hub. But clearance problems would make that a job involving machine work.

The Husky VDO drive would bolt right on but the ratio was wrong. The solution? A small, compact VDO gearbox that changed the Husky gearing to the proper ratio for the Honda odometer. Hollywood VDO sells the gearbox with a short cable (to run from the transmission to the odometer) for $25. In addition, the gearbox can be recalibrated in case the rider wants to change tires. Jacobsen purchased a Honda ATC odometer for $29, considerably cheaper than buying an XR or other Japanese enduro bike odometer. He fabricated a mounting bracket from ⅛" aluminum plate and mounted the ATC odometer to the handlebar hold-down brackets. It's worked flawlessly.

While Husky recommends 40w Bel-Ray and Pro Circuit recommends very expensive Castrol R, Jacobsen has been running Spectro 20w-50 with excellent results.

The only suspension changes Jacobsen made was heavier shock springs and slight damping changes to compensate. Jacobsen has no complaints about the handling. He feels it is superior to the Japanese four-strokes and the reduced weight of the Husky makes it easier on the bod over the course of a long tough enduro.

While not happy with the teething problems of the Husky, Jacobsen was willing to work with Husky to correct the flaws and has worked closely with George Erl at Up-Tite Husky to develop new products for the thumper.

One product that Up-Tite is working on that we did not get a chance to test but is worth mentioning is a trick oil cooler for the bike. Since the Husky four stroke does not have an oil pump, an oil cooler seemed out of the question. But good old American ingenuity prevailed. Up-Tite designed a pump that runs off of the countershaft sprocket to force oil through the cooler. The bike needs a cooler —the oil runs extremely hot, especially in the desert. The Up-Tite oil cooler should be available soon. ●

AMA/Dragbike! Championship Drag Racing Series: Round 10

Bellucci shakes Earthquake Nationals

KIRKERSVILLE, OH, JULY 28-29

There was plenty of record breaking action at the 7th Annual Earthquake Nationals at National Trail Raceway. When the sounds of racing finally died away, only one pro category national record was left standing and that was in Pro Stock.

Ray Bellucci rewrote the elapsed time record in Pro Comp, lowering his own 8.42 second record to an astounding 8.19. On the other side of the record, Jim McClure and his nitro burning Harley-Davidson pushed the top speed record up from 161 to 166.35 mph. McClure held the old record.

Other national records set belonged to Elmer Trett, who lowered his Top fuel ET record to 7.30 seconds from 7.33 while Kevin Tooma upped the top speed record in Funny Bike to 170 mph. Both ride Kawasaki-based machines. The Pro Dragster ranks saw the ET record dropped to 8.67 seconds by Harley rider Kevin Cleary.

The first Top Fuel semi saw Trett down Steve Miles with a 7.304 second blast at 191.48 mph to Miles' 8.967/152.02. Larry Hayes advanced from semi two to the final.

As the two staged for the Top Fuel final, Hayes' Honda-powered fueler lost fire on the line due to a malfunctioning kill switch. Trett, wishing to give the fans a show, hammered his Primo/Trett Performance Kawasaki through the timers at 7.31 and a track record 193.96 mph.

The opening round of eliminations in Funny Bike saw Bob Malloy down Steve Drake while Bob Hartness edged Ed Vertullo and Will Weimer trailered Dick Vessey, J.D. Collins took Kevin Tooma out and William Timmons advanced when Lance Boyer broke.

Malloy soloed in round two while Weimer outran Hartness and Timmons ended Collins' day.

Kawasaki-mounted Malloy dusted Weimer with an 8.23/163.33 pass in the first semi while Timmons blistered the track with an 8.19/158.17 solo run.

Problems struck Timmons in the Funny Bike final as Malloy carded an 8.35/162.74 winning ride. Timmons limped across at 14.04/83.25.

Pro Comp, the top class for normally aspirated gas burning engines and fuel injected nitro burners, saw a three-bike semi field. Bellucci took his Kawasaki on an 8.203/159.39 solo run while McClure bumped Jerry Meyers for the other spot in the final.

Bellucci turned a strong start into a winning ride with an 8.29/155.97 to beat McClure's tire smoking 8.90/162.45.

Pro Stock featured newcomers qualifying well and an upset in the final. In quarter-final action, top qualifier Gary Watters soloed while James Buttson downed Jim Irving and Jim Beatty put an end to Earl Timmons.

The semis saw Watters rip Butts, 8.791/152.80 to 9.062/145.16, while Beatty soloed into the finals with a 9.47/139.96.

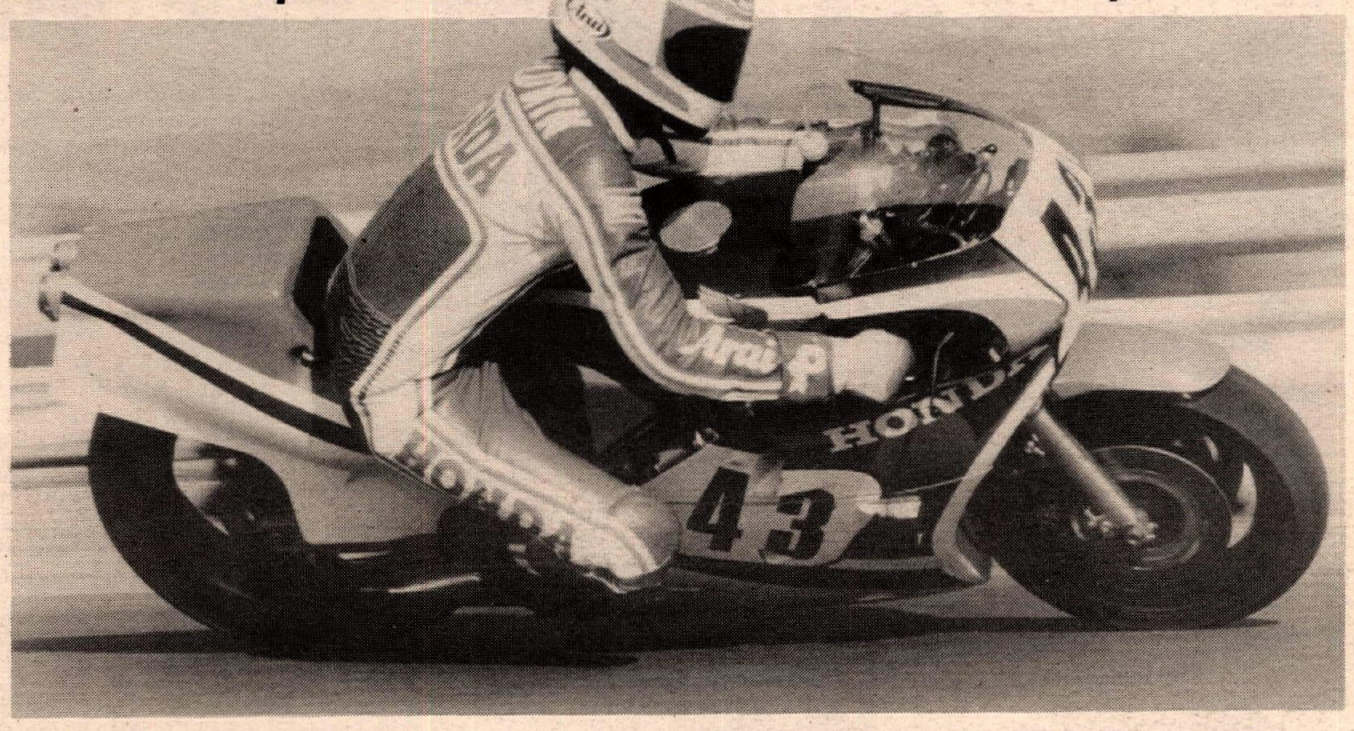
Beatty combined a good holeshot with a 9.285/139.53 pass to win the final on his M&M Kawasaki over Watters' Spencer Enterprises Suzuki.

PEPSI/HONDA CLASSIC CAMEL PRO SERIES

SEPTEMBER 1-2-3, 1984 BRAINERD INTERNATIONAL RACEWAY

AMA National Motorcycle Road Race September 1-2

Bracket Bike Drag Racing September 3



Super Cycle Labor Day Weekend

A Super Cycle Labor Day weekend, combining road racing and drag racing. The world's top motorcyclists will be on hand Saturday and Sunday to compete in the exciting Camel Pro series road racing event at BIR. AMA national competition in Superbike and Battle of the Twins takes place on Saturday while Formula I, Formula II and Sidecar is scheduled for Sunday. On Monday, over 200 bikers will compete in bracket drag racing.

Camping—A Special Feature of BIR

Bring your tent, camper or motorhome and enjoy BIR's 450 acres of Minnesota's natural beauty. Gates open for campers, Friday, Aug. 31 at 5:00 p.m.

Advance Sale Discount Tickets

Available at Daytons, Donaldsons, Crown Auto, E-Z Stop and your local Minnesota Honda Dealer.

Children under 12 free when accompanied by paid adult.

Ticket Information: Call 612-475-1500

PEPSI HONDA CAMEL PRO AMA SANCTIONED BRAINERD INTERNATIONAL RACEWAY

Located 120 Miles North of Mpls./St. Paul

Enough Is Enough!

You don't have to pay high prices for SNELL 80 helmets anymore

* FURY Open Face $63.95 suggested retail

* FURY Full Face $87.95 suggested retail

* FURY MX $99.95 suggested retail

FURY Helmets have all the features of more expensive brands but not the high price. Check the features, check the price. You will agree that enough is enough. Buy Fury Value.

DOT and SNELL 80. Sizes XS to XL

MX available in Yellow, Red, White, Blue

Street in Red, Black, White, Blue, Yellow, Orange

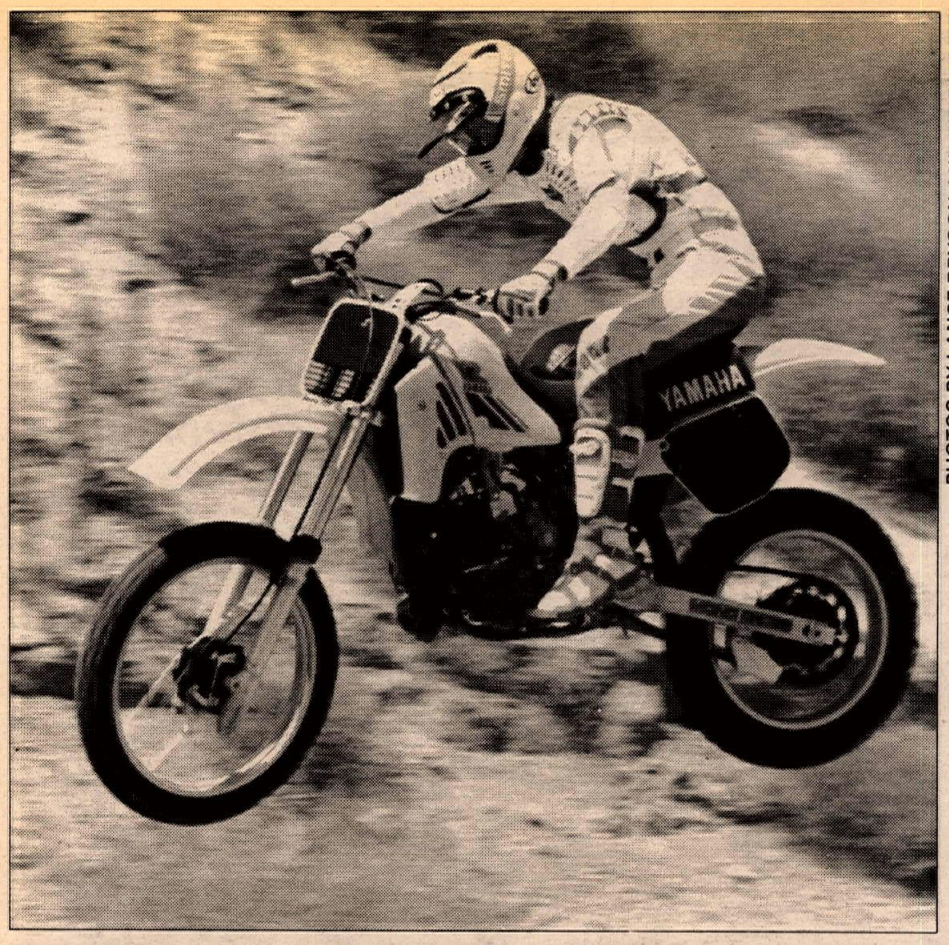
Made in U.S.A.

MIC VISIT YOUR FURY DEALER TODAY Or Contact:

AMERICAN SPORTS CO., INC.

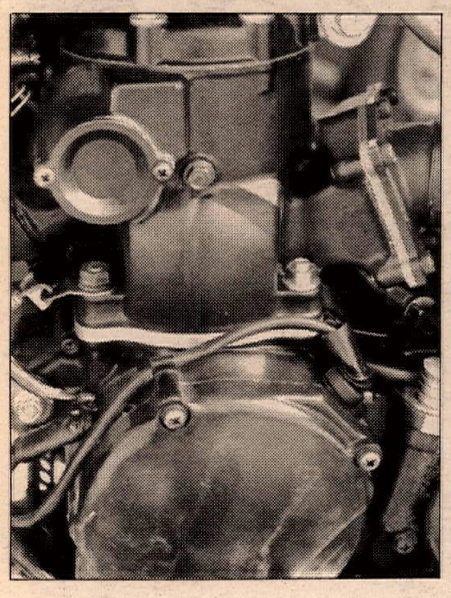
2970 East Maria Street, Compton, CA 90221

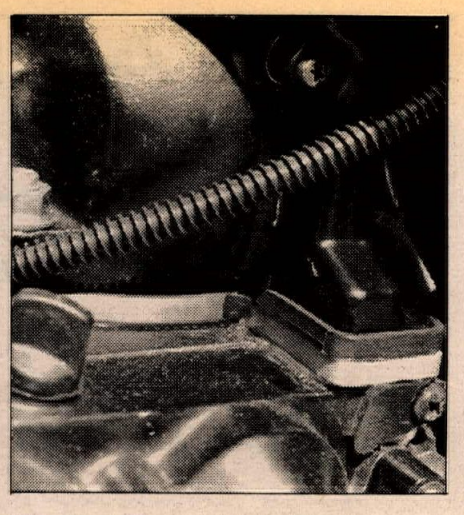
(213) 636-9978



PHOTOS BY LANCE BRYSON AND KIT PALMER

(Below left, top right) The only sign of a long rod-kitted Yamaha YZ250E is the spacer plate between the cylinder and the crankcases.





Pro Design/Hi Performance Works' long rod kit for '84 YZ250 Yamahas

Longer means broader; broader means better

By Kit Palmer

When it comes to low-end, berm-busting power, the '84 Yamaha YZ250E takes the cake. But what it gains on its competitors down low is nearly lost mid-range on up.

No, the YZ isn't considered *slow*, but it could use a little bit more on top to really take advantage of its tractor-pulling grunt. That sounds relatively simple but it isn't. The problem is, when searching for more top-end, some low-end must be sacrificed. But the people at Pro Design/Hi Performance Works claim their YZ250E long rod kit will give the Yamaha more mid-range and top-end without any power loss down low.

The kit includes a cylinder spacer plate, rod, two base gaskets and one head gasket, bearings, thrust washers, studs, knock pins and complete instructions. Hi Performance Works offer a few variations of the kit. First, there is the high-dollar kit, which includes all parts, porting, head milling and installation labor. Second, the kit can be purchased parts alone with or without installation and no porting or head milling. We tested the kit with everything milled head and porting included.

When purchasing the kit, the stock crank is traded in for the modified crank with the longer rod. When stock, the crank is pressed together; the modified crank is welded back together, because Tom Burba (designer and builder of the kit) says that once the crank is separated, the press fit becomes too loose. The power-valve linkages must be slightly modified, also.

Burba says the longer rod does not change the stroke, because the pin location remains the same, but the rod *angle* decreases, which makes the motor work more effortlessly; therefore, the power output increases.

Carburetion needs to be changed, and parts aren't in the kit. The slide received a 2.5 cutaway, and the main jet is changed to a #320, while the pilot jet is switched for a #45.

One lap around a track, and the difference is very noticeable and impressive. The power output is stronger throughout the range — not in just one area. Low-end is fantastic and is even stronger than before. The YZ will blast out of tight turns with just a blip of the wrist, no matter how low the revs.

Mid-range keeps the YZ roosting along at a good rate of speed, while the top-end power is increased but not dramatically. It is faster than before, and some of the YZ's competitors will have to hustle a little harder to beat it to the next turn, but the Yamaha still isn't a rocketship.

The general feel of the power is broader: the powerband is stronger, wider and smoother than stock. Compared to a stock CR250R Honda, the modified Yamaha will easily pull the CR out of the turns and will hold the Honda at bay to the next turn, as long as the straightaway isn't too long. Against a stock RM250E Suzuki, it is no contest — the Yamaha will blow it away from turn to turn without too much trouble, horsepower alone.

On and off the track, the modified YZ is just plain fun to ride: Wheelies are a cinch and hillclimbing is a blast. This is one engine hop up that will increase horsepower, but will not decrease the Yamaha's capabilities as a fun race/play bike.

Then there's the price tag, and that can take away a little bit of the fun. The kit parts alone sell for $240; with porting and head milling it's $395. Complete installation (labor) costs $160. Whew! The total — $555 — is a healthy sum of money, but if you are willing to spend the dough and plan on sticking with your 'ol trusty YZ for another year or so, whether you race trail riding or both, you will be a satisfied customer. For more information contact Pro Design/Hi Performance Works, 11611 Salinaz #C, Garden Grove, CA 92643, phone 714/534-0620. •

World Championship 500cc MX Series: Round 10

Thorpe sweeps British GP

By Neil Webster

HAWKSTONE, SHROPSHIRE, ENGLAND, JULY 21

Honda's Dave Thorpe waited until his home Grand Prix at Hawkstone Park to take the first double moto World Championship win of his career.

The 21-year-old British champion had the 15,000 strong sun-baked crowd lining the track right behind him as he dominated both legs.

Only his young 19-year-old fellow countryman Kurt Nicoll, aboard a KTM, managed to lead Thorpe all day, heading the first leg for two laps until the Honda man got by.

The win put Thorpe back into third place in the series with two rounds to go as teammate Erik Geboers slipped to fourth after a cracked leg sustained in Sunday morning practice put him out, probably for the rest of the year.

Belgian Andre Malherbe kept up his challenge for a third title with a fifth and fourth place.

A mid-week bout of flu and a twisted ankle slowed Honda's Malherbe down in both races but although far from happy with his performance he still holds a 19-point lead over Kawasaki's Georges Jobe.

"I was really trying today, but frankly I just couldn't do it. I was tired and I was riding like a beginner," admitted Malherbe.

Jobe also had his problems. Taking second after a race-long chase 15 seconds down on Thorpe, Jobe was dicing with Andre Vromans for second spot in moto two when he caught the rear wheel of Vromans' Honda and went down.

Reigning champion Hakan Carlqvist made his comeback from injury at the GP, but a back injury meant things didn't go to plan.

"I hurt my back when I fell in a French international last week and it caused a lot of pain in the first race," said Carla.

"I tried to ride in the second leg but it was like having a knife in my back and I had to stop after a few laps."

After easing to his first race cakewalk, Thorpe seemed to have the second race even more in the bag, leading from start to finish, but it wasn't as easy as it looked.

"I was really worried about Malherbe at the start because he was closing on me. I wanted to get more than five seconds clear from him. Then I decided to save some energy for the end of the race and break them then, so I started taking smoother lines rather than looking for the fastest. With six laps to go, I gave it everything and that just broke them," said Thorpe.

But with two rounds to go Malherbe is still in the point standings lead. "It's OK. I'm going to win. I will win in Belgium and Italy. Today wasn't good for me but I know I can do it," said Malherbe.

Results

FIRST MOTO: 1. Thorpe; 2. Jobe; 3. Vromans; 4. Carlqvist; 5. Malhebe; 6. Sintonen; 7. Persson; 8. Nicoll; 9. Spence; 10. Ponjee.

SECOND MOTO: 1. Thorpe; 2. Vromans; 3. Jobe; 4. Malherbe; 5. van Velthoven; 6. Persson; 7. Nicoll; 8. Sintonen; 9. Sterckx; 10. Spence.

POINT STANDINGS: 1. Malherbe (314); 2. Jobe (285); 3. Thorpe (269); 4. Geboers (245); 5. Vromans (218); 6. Sintonen (148); 7. Spence (141); 8. Persson (128); 9. Nicoll (103); 10. Carlqvist (82).

World Championship
250cc MX Series: Round 10

Whatley tops Belgian Grand Prix

NISMES, BELGIUM, JULY 22
Britain's Jeremy Whatley renewed his 250cc MX title hopes with a win at the Belgian GP. With series point standings leader Heinz Kinigadner going out of both races with tire punctures, the 21-year-old works Suzuki rider is now only 22 points behind the KTM rider from Austria with two rounds to go.

Two second place finishes were enough to give Whatley the overall victory as KTM rider Arno Drechsel and Yamaha-mounted Jacky Vimond won a moto but had trouble in their other outing; Drechsel with a puncture and Vimond with loose handlebars. •

Results

FIRST MOTO: 1. Arno Drechsel (KTM); 2. Jeremy Whatley (Suz); 3. A. Eriksson (Yam); 4. K. Mahr (Hon); 5. J. Nilsson (Hon); 6. L. Niklasson (Yam); 7. M. Dolce (Hon); 8. M. Tarkonnen (Yam); 9. A. Barozzi (Yam); 10. J.C. Laquaye (Hon).

SECOND MOTO: 1. Vimond; 2. Whatley; 3. Eriksson; 4. G.J. van Doorn (Suz); 5. Tarkkonen; 6. Laquaye; 7. Y. Kevalla (Yam); 8. Schauble; 9. A. Niedermayer (Hus); 10. M. Velkeneers (Gil).

POINT STANDINGS: 1. Heinz Kinigadner (205); 2. Jeremy Whatley (183); 3. Jacky Vimond (164); 4. Marc Velkeneers (145); 5. Van Doorn (144); 6. Martens (130); 7. Nilsson (113); 8. Doce (107); 9. Eriksson (92); 10. Laquaye (84).

Nelson Ledges

(Continued from page 18)

Emmerson, Paul McMillan, Rob Whelan (Kaw ZX900) 738 laps, Heavyweight Superbike.

HOUR 1: 1. Team Hammer (GS1150) 45 laps; 2. Heschimura #1 (VF750F) 45 laps; 3. Team Hornblower (VF750F) 45 laps; 4. Team Ontario (VF1000F) 45 laps; 5. K & L Racing (VF1000F) 44 laps; 6. Team Hurst Supply (FJ600) 44 laps; 7. Lyte Racing (Ninja) 44 laps; 8. Z-P Racing (FJ1100) 44 laps; 9. North Ridge Racing (FJ1100) 43 laps; 10. Ross Racing (VF750F) 43 laps.

HOUR 2: 1. Hammer 91 laps; 2. Ontario 88; 3. Hurst 88; 4. K & L 88; 5. Hornblower 88; 6. Z-P 87; 7. Racing Ottawa (RZ500) 86; 8. Heschimura #2 (VF500F) 86; 9. Twin K Yamaha (FJ1100) 84; 10. Heschimura #1 83.

HOUR 3: 1. Hammer 135; 2. Ontario 134; 3. K & L 132; 4. Hurst 132; 5. Hornblower 130; 6. Z-P 129; 7. Heschimura #2 129; 8. Ottawa 127; 9. Speedboys 125; 10. Twin K 125.

HOUR 4: 1. Hammer 180; 2. Ontario 178; 3. Hurst 176; 4. K & L 174; 5. Z-P 172; 6. Heschimura #2 172; 7. Hornblower 170; 8. Ottawa 167; 9. Speedboys 167; 10. Team Roadrunner (VF500F) 166.

HOUR 5: 1. Ontario 223; 2. Hammer 222; 3. K & L 219; 4. Heschimura #2 214; 5. Z-P 213.

HOUR 6: 1. Ontario 268; 2. Hammer 265; 3. K & L 263; 4. Heschimura #2 258; 5. Hornblower 251.

HOUR 7: 1. Ontario 310; 2. Hammer 308; 3. K & L 303; 4. Heschimura #2 299; 5. Z-P 297.

HOUR 8: 1. Hammer 344; 2. Heschimura #2 337; 3. Z-P 333; 4. Hornblower 331; 5. Speedboys 327.

HOUR 9: 1. Hammer 386; 2. Heschimura #2 378; 3. Z-P 373; 4. Hornblower 368; 5. Ottawa 367.

HOUR 10: 1. Hammer 428; 2. Heschimura #2 420; 3. Z-P 412; 4. Ottawa 407; 5. Speedboys 405.

HOUR 11: 1. Hammer 469; 2. Heschimura #2 462; 3. Z-P 454; 4. Ottawa 449; 5. Hornblower 447.

HOUR 12: 1. Hammer 512; 2. Heschimura #2 504; 3. Z-P 491; 4. Ottawa 498; 5. Heschimura #1 489.

HOUR 13: 1. Hammer 555; 2. Heschimura #2 545; 3. Heschimura #1 533; 4. Z-P 533; 5. Hornblower 525.

HOUR 14: 1. Hammer 597; 2. Heschimura #2 587; 3. Z-P 574; 4. Heschimura #1 574; 5. Hornblower 564.

HOUR 15: 1. Hammer 640; 2. Heschimura #2 630; 3. Z-P 618; 4. Heschimura #1 616; 5. Speedboys 605.

HOUR 16: 1. Hammer 682; 2. Heschimura #2 673; 3. Z-P 662; 4. Heschimura #1 659; 5. Speedboys 649.

HOUR 17: 1. Hammer 726; 2. Heschimura #1 702; 3. Z-P 701; 4. Heschimura #2 700; 5. Speedboys 691.

HOUR 18: 1. Hammer 770; 2. Heschimura #2 744; 3. Z-P 743; 4. Speedboys 734; 5. Lyte 723.

HOUR 19: 1. Hammer 813; 2. Heschimura #2 787; 3. Z-P 786; 4. Speedboys 775; 5. North Ridge 761.

HOUR 20: 1. Hammer 855; 2. Z-P 829; 3. Speedboys 817; 4. North Ridge 804; 5. Heschimura #2 798.

HOUR 21: 1. Hammer 895; 2. Z-P 871; 3. Speedboys 859; 4. North Ridge 847; 5. Team Maryland (RZ350) 835.

HOUR 22: 1. Hammer 938; 2. Z-P 913; 3. Speedboys 899; 4. North Ridge 886; 5. Maryland 875.

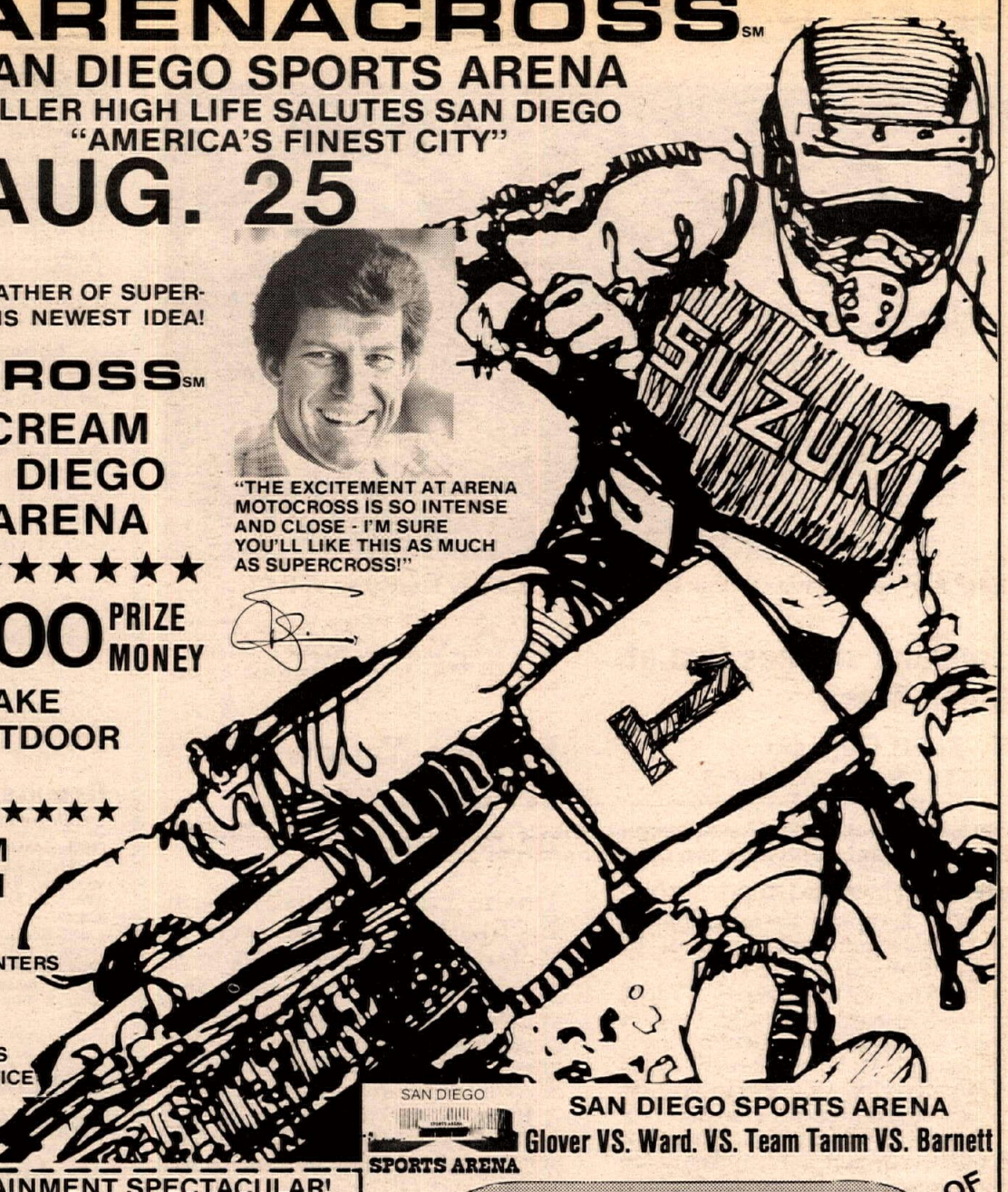
Miller HIGH LIFE

ARENACROSS℠
SAN DIEGO SPORTS ARENA
MILLER HIGH LIFE SALUTES SAN DIEGO
"AMERICA'S FINEST CITY"
SAT. AUG. 25

MIKE GOODWIN, THE FATHER OF SUPERCROSS BRINGS YOU HIS NEWEST IDEA!

ARENACROSS℠
SEE IT SCREAM INTO SAN DIEGO SPORTS ARENA
★★★★★★★★★★★★★
$10,000 PRIZE MONEY
MORE AT STAKE THAN AN OUTDOOR NATIONAL!
★★★★★★★★★★★★★
Gates Open 7 PM
Race Starts 8 PM
TICKETS AT:
ALL MAD JACKS SOUND CENTERS
SPECIAL SERVICES
SELECTED FIRST WORLD TRAVEL CENTERS
ALL ARENA TICKET OUTLETS
SPORTS ARENA TICKET OFFICE

"THE EXCITEMENT AT ARENA MOTOCROSS IS SO INTENSE AND CLOSE - I'M SURE YOU'LL LIKE THIS AS MUCH AS SUPERCROSS!"

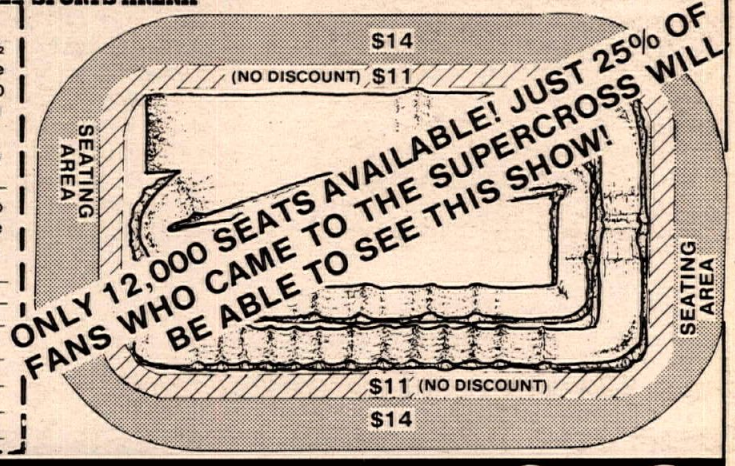


INSPORT

SAN DIEGO SPORTS ARENA
Glover VS. Ward. VS. Team Tamm VS. Barnett

A FAMILY ENTERTAINMENT SPECTACULAR!
SAVE $2 on $14 Tickets through mail order only. Children 10 years and under ½ price of regular $14 adult priced tickets. Offer expires Aug. 18, 1984. Make checks payable to and mail to San Diego Sports Arena, Attn: Ticket Office, 3500 Sports Arena Blvd., San Diego, CA 92110. If any questions, call (619) 224-4171 or Race Hotline (714) 494-3684.

ADULT # TICKETS CHILD # TICKETS Sub-Totals
$14 @ $12 X _____ = _____ $14 @ $7 X _____ = _____ $_____
Please enclose a stamped self-addressed envelope. Tickets will be returned to you in this envelope. If you fail to enclose an envelope or the $1.00 service charge, tickets will be held at the Sports Arena Will-Call Window event night.
TOTAL # TICKETS _____ SUB-TOTAL $ _____
CN-31 +$1.00 PER ORDER SERVICE CHARGE $1.00
You can charge your tickets ☐VISA ☐MASTERCARD TOTAL _____
Account # _____ Interbank # _____ Exp. Date _____
Name _____ Day Phone (____) _____
Address _____
City _____ State _____ Zip _____



Taste diet Coke Trade-mark ®
Nick Rice Motocross Action
Plaza International Hotel
XETV 6
am pm mini market
BIC
SUZUKI ®
KGB-FM 101
Miller HIGH LIFE

Team Hammer Wins At Nelson Ledges!

America's top endurance team won America's toughest endurance race, the 24-Hours of Nelson Ledges, thanks to:

Ken Hoogland

Crew Chief, engine builder, tuner, ace mechanic, and friend. Ken took two weeks off work and drove his own van to Ohio to run Team Hammer's pits flawlessly. Thanks to Ken's bike prep and pit work, Team Hammer had no mechanical problems or delays in riding to victory. When not racing with Team Hammer, Ken will work on your bike at Performance Service Center, 7225 Canoga Ave., Canoga Park, CA 91303, 213/346-0472.

Alan Warrington, Ty Duncan, Bill Regan

Three of the best mechanics and people in the business; they assisted Ken Hoogland and stayed up all day and all night servicing the bike, making wheel changes, working the pit signal board, doing anything that needed to be done.

Kris Schedler, Beverly Ness

Kris and Bev scored the entire 24 hours by themselves, day and night, making no errors and making certain Team Hammer got credited for every tough lap of the race course.

Steve Baron, Tim O'Kennedy, Russ Paulk, Dave Schlosser, John Ulrich

The riders who kept it upright and on the gas to storm to the big win.

National Endurance Champions Team Hammer, P.O. Box 964, Guasti, CA 91743, 714/947-6202

SPEEDWAY WEEK

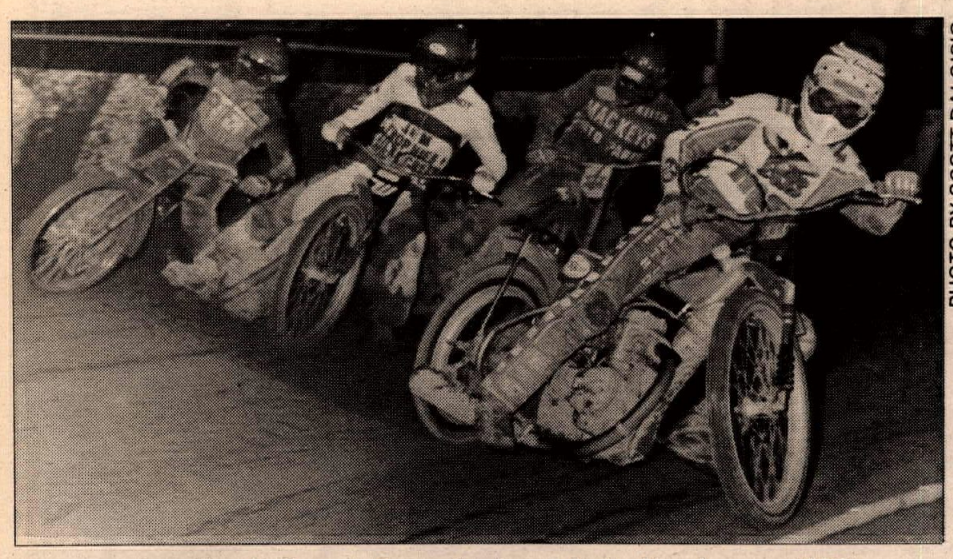


PHOTO BY SCOTT DALOISIO

John Sandona leads Dennis Bransford and Andy Northrup at IMS.

Sandona smokes 'em at Costa Mesa

By Scott Daloisio

COSTA MESA, CA, AUG. 3

In the midst of the best season of his career, John Sandona made it look easy as he defeated Mike Faria and defending National Champion Kelly Moran to win his second Scratch main of the year at Costa Mesa.

Sandona (Middle Earth Video/S.B.V.C./Arai/Sammy Tanner Dist./STP/Chase Harper/Circle Industries/Malcolm Smith/Team Tamm/Oakley/Moto Pro Lubricants Wes) served notice earlier in the evening when he defeated Moran in his Scratch heat and Faria in the semi. Sandona came from the pole to jump into the lead at the outset over Keith Chrisco, who somehow survived another spectacular crash earlier in the meeting, Faria and Moran. Chrisco found some traction and did a wheelie before crashing and ending his night coming out of turn two. Faria inherited second and had hopes of catching Sandona but he also had to hold off Moran. Sandona was clearly the fastest rider on the track and he lengthened his lead all the way. Faria finished a distant second but he did hold off the determined Moran.

Tom Walton (Irvine Music Co./Walton Roofing/2 Kin Chu/Simpson/Scott Goggles/HMT/Sandy/Mom & Dad Jaw) won his first-ever Costa Mesa Handicap main from the 20-yard line. Walton's good friend John Foster beat him off the line at the start, leading until Walton bulled his way by the end of lap one. Jim Lawson, riding for the first time since injuring his tailbone three weeks earlier, got Foster for second on lap two but by that time Walton had built up a huge lead. Brad Oxley took third on the third revolution and was hoping to catch Walton before the checkered, as he had done earlier. It looked as though it was going to be easy all the way for Walton until he bobbled in turn two on the final circuit. He recovered before Lawson and Oxley could make up much ground and roared around to the checkered flag which he took with a half straightaway to spare.

Results

SCRATCH MAIN: 1. John Sandona (Wes); 2. Mike Faria (Wes); 3. Kelly Moran (Gdn); 4. Keith Chrisco (Wes).

HANDICAP: 1. Tom Walton (Jaw); 2. Jim Lawson (Jaw); 3. Brad Oxley (Wes); 4. Dubb Ferrell (Jaw); 5. Alan Christian (Gdn); 6. John Foster (Wes).

SEC DIV: 1. Doug Benjamin (Wes); 2. David Hancock (Wes); 3. Pat Hawley (Gdn); 4. Rich Sweaney (Jaw); 5. Mark Milazzo (Wes); 6. Mark Weaver (Gdn).

THIRD DIV: 1. Jon Pavano (Jaw); 2. Jeff Jones (Wes); 3. John Mazzacane (Jaw); 4. Cliff Cody (Wes); 5. Paul Lane (Wes); 6. Keifer Doege (Jaw).

MATCH RACE: 1. Brad Oxley (Wes); 2. Gene Woods (Gdn).

Houston, Yarrow tops at Auburn

By Jann Houston

AUBURN, CA, JULY 20

Duane Yarrow "finally" won his first Scratch main event at Auburn tonight; hard to believe since he is far and away the number one rider in point standings this season. It seems to be a case of this just not being "his" track when it comes to Scratch competition.

In the main, Yarrow took the lead and was challenged by Mike Delacy who was third, making things difficult for Paul Orlandi. The fast action came to an end for Delacy in the third lap... suffering mechanical woes. Bast became the menace to Yarrow who took the win by inches. Paul Orlandi was third.

John Houston Jr. made it a perfect score on the Handicap side of the program, as he won both heats and the handicap main tonight in a heart-stopping photo finish with Robert Curry, giving him his fourth NorCal Handicap main of the season. John Volk was third.

Results

SCRATCH MAIN: 1. Duane Yarrow; 2. Bart Bast; 3. Paul Orlandi; 4. Mike Delacy.

HANDICAP MAIN: 1. John Houston Jr.; 2. Robert Curry; 3. John Volk; 4. Bart Bast; 5. Mike Delacy; 6. Steve Martin.

SEC DIV: 1. Brett Flory; 2. Dave Coupe; 3. Bryan Henrikson; 4. Charlie Haines; 5. Dirck Sauer; 6. Mike Solis.

THIRD DIV: 1. Robert Damron; 2. Ron Arlt; 3. Jeff Holmes; 4. Bill Thomas; 5. Ernie Morris; 6. Brian Davis.

JR MAIN: 1. Scott Brant; 2. Dustin Schroeder; 3. Mike Knopf; 4. Craig Reed; 5. Tommy Hedden; 6. Bobby Hedden.

Faria fast, Ott hot at IMS

By Scott Daloisio

SAN BERNARDINO, CA, AUG 1

Southern California's most dominant rider, Mike Faria, charged to his seventh Scratch main win of the season at John LaDouceur's Inland Motorcycle Speedway.

A large crowd was on hand despite the Olympics and Faria turned in a true gold medal performance, winning four of his six rides. In the main he immediately jumped into the lead from the pole over Brad Oxley, Keith Chrisco and John Sandona. Faria ran away but Sandona proved to be the show. Last out of the gate, he caught Chrisco on lap two and passed him on lap three for third. He then moved up to challenge Oxley and was set to give him a run for his money off the final corner when he hooked up and did a wheelie, allowing Oxley to take second by half a bikelength. Even though these guys were the show it was Faria on the Budweiser/Shoei/Oakley/STP/Kal Gard/Stephenson's Flowers/Hi-Point Weslake taking an easy win and a heavy paycheck.

"Showtime" Bob Ott (Jones Goggles Wes) came into the evening as a 30-yard line Second Division rider but when they needed a reserve he was quickly moved to First Division. From there he destroyed the competition in all three of the Handicap rides, including the main event. Sweden's Lennart Bengtsson was an early second, while Faria had started all the way at the back and had a tremendous battle getting by Denny Scopellite for third. Once by Scopellite he had to deal with Bengtsson for second. Coming off two on the final circuit he had made contact with the Swedish rider and was forced to settle for third.

Results

SCRATCH MAIN: 1. Mike Faria (Wes); 2. Brad Oxley (Wes); 3. John Sandona (Wes); 4. Keith Chrisco (Wes).

HANDICAP: 1. Bob Ott (Wes); 2. Lennart Bengtsson (Jaw); 3. Mike Faria (Wes); 4. Denny Scopellite (Wes); 5. Andy Northrup (Wes); 6. Kelly Moran (Gdn).

SEC DIV: 1. Don Butler (Wes); 2. John Mazzacane (Jaw); 3. Jeff Springman (Wes); 4. Mike Golightly (Mae); 5. Billy Gray (Jaw); 6. Victory Robledo (Wes).

JR: 1. Jessee Finch; 2. Bobby Cody; 3. Greg Hancock; 4. Billy Hamill; 5. Jordan Duncan; 6. Dave Busby.

Zeissler, Faria fast at Napa

By Jann Houston

NAPA, CA, JULY 21

Mark Zeissler, NorCal's latest addition to the Division One program, made a clean sweep of his Handicap events to firmly establish himself in Division One.

In the Handicap main, as in his earlier events, Zeissler took the lead, and had clear command to the finish. Harlan Bast Jr. and Bob Holmes tried hard to change the situation, but it never happened. They settled for second and third, respectively.

David Faria Jr. got past Mike Delacy on turn three in the first lap of the Scratch main to claim the lead, which he retained to the checkered flag. It was Faria's first Scratch main of the season at Napa. Steve Crawford, who had placed second in both his earlier Scratch events, made it a triple in the Main. Paul Orlandi was third.

Results

SCRATCH MAIN: 1. David Faria Jr.; 2. Steve Crawford; 3. Paul Orlandi; 4. Mike Delacy.

HANDICAP MAIN EVENT: 1. Mark Zeissler; 2. Harlan Bast; 3. Bob Holmes; 4. Steve Martin; 5. Bart Bast; 6. David Faria Jr.

SEC DIV: 1. Dirck Sauer; 2. Darrell Anderson; 3. Charlie Haines; 4. Mike Solis; 5. Rich Simpson; 6. Keith Kavanaugh.

THIRD DIV: 1. Brian Davis; 2. Robert Damron; 3. Kenny Weddingfeld; 4. Bob Holmes; 5. Jeff Santos; 6. Scott McNeil.

JR MAIN: 1. Scott Brant; 2. Dustin Schroeder; 3. Bobby Hedden; 4. Mike Knopf; 5. Tommy Hedden; 6. Craig Reed.

Other Faria hot at Baylands

By W.H. Spencer

FREMONT, CA, JULY 26

In southern California speedway racers know a lot about "Flyin Mike" Faria but maybe not so much about his older brother Dave, who set the hot scene in round 14 of Baylands Class A speedway racing in front of a jam-packed house as a special Laguna Seca promotion worked with nearly 2000 on hand.

Riding the Richmond Yamaha/Bob Agness Leathers/Oilzall Jawa, Faria gated a milli-second in front of top-ranked Paul Orlandi in the Scratch main and was never headed. Orlandi got stuck outside, forcing Rocky Robinson off line and leaving Duane Yarrow in the heavy stuff. Faria held a good middle-of-the-road line and Orlandi, who likes the outside, just couldn't get a good enough drive.

Back-yardage guys were relegated to the Consolation as the Handicap main saw no one past the 30 with Robinson and Steve Martin the hot potatoes for Team Trim. Mark Zeissler rode off the zero and held an excellent line to take his first Division One main with Greg Martz holding off both Robinson and Martin in an old-fashioned dogfight.

Results

SCRATCH MAIN: 1. Dave Faria; 2. Paul Orlandi; 3. Rocky Robinson; 4. Duane Yarrow.

HANDICAP MAIN: 1. Mark Zeissler; 2. Greg Martz; 3. Rocky Robinson; 4. Steve Martin; 5. Bob Curry; 6. Mark Dragony.

SEC DIV: 1. Mark Day; 2. Jim Sisemore; 3. Rob Damron; 4. Perry Sherman; 5. John Hegarty; 6. Bryan Henrickson.

THIRD DIV: 1. Ken Weddingfeld; 2. Glenn Jennings; 3. Roland Hollis; 4. Taz Harvey; 5. Bill Hermant; 6. Jeff Santos.

JR MAIN: 1. Scott Brant; 2. Bobby Heddon; 3. Dustin Schroder; 4. Tommy Heddon; 5. Mike Knoph.

Sullivan, Farnum win in Visalia

By Bill Locey

VISALIA, CA, JULY 21

Local hot guy "Rocket Rodney" Sullivan from nearby Riverdale won the Scratch main event on his home track at Visalia in the 11th week of Central Valley speedway.

Sullivan, a two-month speedway veteran, ended suspense quickly in the main with a great start off the pole, having the race won by turn one.

In Handicap racing Walt Farnum smoked the other five guys to to take the Handicap main off the 30-yard-line. Farnum wasted only a lap getting by the low-yardage riders, then young Jason Chism blocked Sullivan and made his life miserable for a few laps. By the time "The Rocket" took second, it was too late to catch Farnum.

Results

SCRATCH MAIN: 1. Rodney Sullivan; 2. Randy Blevins; 3. Walt Farnum; 4. Don Butler.

HANDICAP MAIN: 1. Walt Farnum; 2. Rodney Sullivan; 3. Jason Chism; 4. Stu McDaniel; 5. Don Butler; 6. Randy Griffith.

SEC DIV: 1. Donny Turner; 2. Jordan Duncan; 3. Mark Johnson; 4. Wayne Harris; 5. Dennis Duncan; 6. John King.

MATCH RACE: Randy Blevins def. Randy Griffith.

Northrup rockets to Santa Maria win

By Bill Locey

SANTA MARIA, CA, JULY 26

Speedway made its debut at the Santa Barbara County Fair and like about any fair race, the track left a lot to be desired. The locals didn't care either way, cheering themselves hoarse as they suffered the painless conversion and became speedway fans.

The track was all muddy to begin with, but unlike the Spring Classic at Ventura, the riders went out and put on a show. Especially Bob Ott. Doing more wheelies per square foot then

anyone since Danny Becker, Ott smoked everyone five times to win all of his Scratch rides and end up with a perfect 15 points.

His most serious threat came from "Rocket Rodney" Sullivan in event nine. Ott thought he had it won, and was doing all sorts of strange contortions such as hanging off his bike and kicking his leg into the air around the final bend, when Sullivan came up with a drive that almost caught him at the line.

Andy Northrup, meanwhile, lost to Ott in one race, then fell in another heat and ended up with a single point. Still his 12 points were sufficient for a trip to the main. Lenny Bengtsson beat Walt Farnum in a run-off for the final spot in the main after both ended tied with 11 points each.

Ott saved his worst gate for the main — a move good enough for last place by turn two and the checkered flag later. Northrup *did* get the gate, and he also got plenty of heat from Sullivan. "The Rocket" caught and passed Northrup on the second lap, but then went too wide a few turns later, and Northrup retook the lead and held on for the win.

Results

MAIN: 1. Andy Northrup; 2. Rodney Sullivan; 3. Lenny Bengtsson; 4. Bob Ott.

QUALIFYING: 1. Bob Ott (15); 2. Andy Northrup (12); 3. Lenny Bengtsson (*11); 4. Walt Farnum (11); 5. Jeff Jones (10); 6. Doug Benjamin (9); 7. Bryce Eikelberger (8); 8. Randy Beddow (7); 9. Terry Clanton (6); 10. Steve Murray (5); 11. Shane McDonald (4); 12. Chris Balades (4); 13. Joe Kreisberg (2); 14. Rich Perkins (2); 15. Jim Bradley (1); 16. Dave Wendlandt (0); 17. Trace Willis (0).

* - Tie broken by run-off

Martin masters Baylands bash

By W.H. Spencer

FREMONT, CA, JULY 19

Class A Speedway racing had a number of firsts just past the halfway point of Thursday-night races at Baylands Raceway. Steve Martin became the sixth different Scratch main winner while Rocky Robinson won his third straight match race against a hobbled Pat Linn, but proved devastating in winning the Handicap main.

Greg Martz held the lead for a few laps in Handicap main action with Robinson riding the Maxima/MPE/Team Trim special with the right stuff to take the lead and then hold off a hard charge from Mike Delacy's #1 Bicycle Shop/Don Foss/Agness Leathers/Oilzall special at the checkered for a rousing and deserving cheer from the partisan crowd.

In the Scratch main Duane Yarrow matched against Paul Orlandi, Robinson and the upstart Steve Martin made for the great line-up. Yarrow got stuck wide with Robinson on the wrong side as Orlandi set the early pace. Martin rode a superb middle line that had the crowd in suspense as Orlandi would hook up well off one turn and then Martin would sneak back up on the straight. At the checkered it was Martin by inches in one of the best and most thrilling nights at Baylands. •

Results

SCRATCH MAIN: 1. Steve Martin; 2. Paul Orlandi; 3. Rocky Robinson; 4. Duane Yarrow.

HANDICAP MAIN: 1. Rocky Robinson; 2. Mike Delacy; 3. Greg Martz; 4. Paul Orlandi; 5. Ron McGill; 6. Mark Zeissler.

DIV II MAIN: 1. Jim Sisemore; 2. Rob Damron; 3. Stu McDaniel; 4. Perry Sherman; 5. Bryan Henrickson; 6. John Hegarty.

DIV III MAIN: 1. Mark Day; 2. Glenn Jennings; 3. Bill Hermant; 4. Scott McNeil; 5. Taz Harvey; 6. Jeff Santos.

JR SPEEDWAY: 1. Bobby Heddon; 2. Dustin Schroder; 3. Mike Knoph; 4. Tommy Heddon.

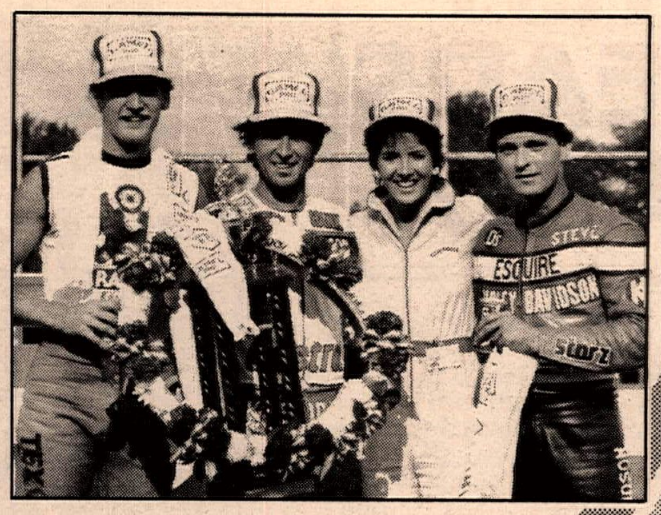
THE SWEET TASTE OF VICTORY

Castrol

Team Castrol

WINS DuQuoin mile

Hank Scott — First
Ted Boody — Second
Steve Morehead — Third



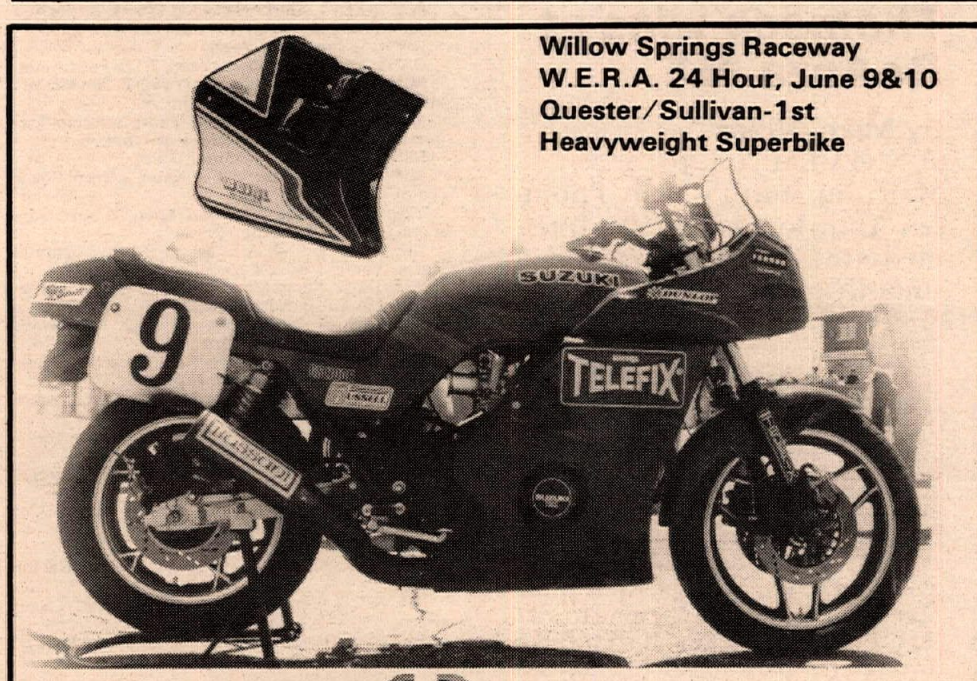
Thanks for riding with Castrol — Americas #1 Motorcycle Oil

Engineered for Performance

Castrol

401 Hackensack Avenue, Hackensack, NJ 07601

Willow Springs Raceway
W.E.R.A. 24 Hour, June 9&10
Quester/Sullivan-1st
Heavyweight Superbike



$69.95
Telefix Adjustable Fork Brace

$64.95 - $69.95
Telefix Adjustable Sport Bars

We're Serious About Your Equipment

TELEFIX

U.S. performance motorcyclists are becoming increasingly aware of the role played by aerodynamics in their favorite sport. Like their counterparts in sports car circles, they are realizing that their machines can be made to accelerate harder to a higher top speed without increasing power output and drive train stress by means of careful streamlining. By reducing the relative frontal area, smoothing the laminar air flow along the sides of the motorcycle and creating significant downforce at the front of the machine we have succeeded in reducing the negative effect of the atmosphere on a motorcycle's performance. Tested and approved by the **Quester/Sullivan Endurance Racing Team,** including a grueling 24 hours in the desert heat of Willow Springs Raceway, the Weigl Telefix Fairing Lowers are constructed of handlaid fibreglass, weigh about nine pounds and come equipped with a racing developed quick detach mounting system. OEM color matched and easily installed in 30 minutes, these lowers are available at first line dealers through:

WEST — THE WEIGL CO., INC.
(805) 658-8010
EAST — GS PERFORMANCE
(800) 645-5394 Dealer Line
(516) 273-6699 Tech Info Line

SHOEI

Race Notes

SHOEI Rider CHRIS CARR rides a perfect final lap to win the AMA Camel Pro DuQuoin Mile Junior National, DuQuoin, IL July 28.

For Comfort and Confidence, CHRIS CARR relies on...

SHOEI. The Choice of Champions

SHOEI SAFETY HELMET CORPORATION
1717 Pontius Avenue., Los Angeles, CA 90025
(213) 477-6051

TEN YEARS AGO

When a second-lap crash sent **Barry Sheene** (Suz) and **Giacomo Agostini** (Yam) to the hospital with minor injuries, Finland's **Teuvo Lansivuori** won the Swedish round of the 500cc World Road Racing Championship Series on a works Yamaha. Second went to MV Agusta rider **Phil Read,** who lengthened his lead in the point standings. Lansivuori also won the 350cc race, while privateer **Patrick Pons** set a new lap record trying to catch up from a poor start and eventually finished second. In the 250cc class newcomer **Takazumi Katayama** recorded his first GP win over Harley-Davidson's **Walter Villa** and Pons.

Karen White and **Eddie Lawson**, both riding Ital-Jets, finished 1-2 in the 50cc Grand Prix class of an AFM road race at southern California's Riverside International Raceway. In the same event **Ron Pierce** scored a double win, topping the 250cc GP class on a Harley-Davidson and the 350cc GP on a Yamaha. Ducati rider **Cook Neilson** won the Open Production battle.

Honda rider **Mike Bell** continued to dominate the southern California night motocross scene, setting CMC records for consecutive 125cc Pro wins (8), most consecutive wins at Irwindale (5) and most consecutive night wins (9).

Bultaco rider **Chuck Sun** pulled off a double win in a CMC motocross at Washougal, Washington. Sun first bested Husky rider **Mitch Simmons** in the 250cc Pro ranks, then defeated **Marv Azar** (Bul) in the Open Pros. Simmons came back on a Honda to record the 125cc Pro win over **Rick Burgett** (Bul).

Rookie Expert **John Gennai** (H-D) won the Expert main event at Ascot's weekly half mile, besting **DeWayne Keeter** (H-D) and **Rob Morrison** (Nor) in the 15-lapper. Yamaha riders took the Novice and Junior features; **Elbert Turner** and **Skip Aksland,** respectively.

Kawasaki pilot **Ron Turner** won the 125cc Expert class of an AMC motocross at Orange County International Raceway in southern California, finishing ahead of FMF rider **Dave Miller** and Honda-mounted **Steve Bauer.** In the same race **Leni Faas** took the 125cc Junior class on a Honda.

Northern California speedway rider **Norm Denny** pulled off an upset of sorts when he journeyed to Bakersfield to take on the southern California regulars. He topped **Dubb Ferrell** and **Steve Bast** to win the Scratch main event.

Scott and **Jeff Burnworth** finished 1-2 in the Mini main event of a TT race at South Bay Speedway in Chula Vista, California. Two riders scored double wins in the event, as **Mike Minnig** (125s) and **John Allison** (Opens) topped their classes in the TT as well as the accompanying half mile.

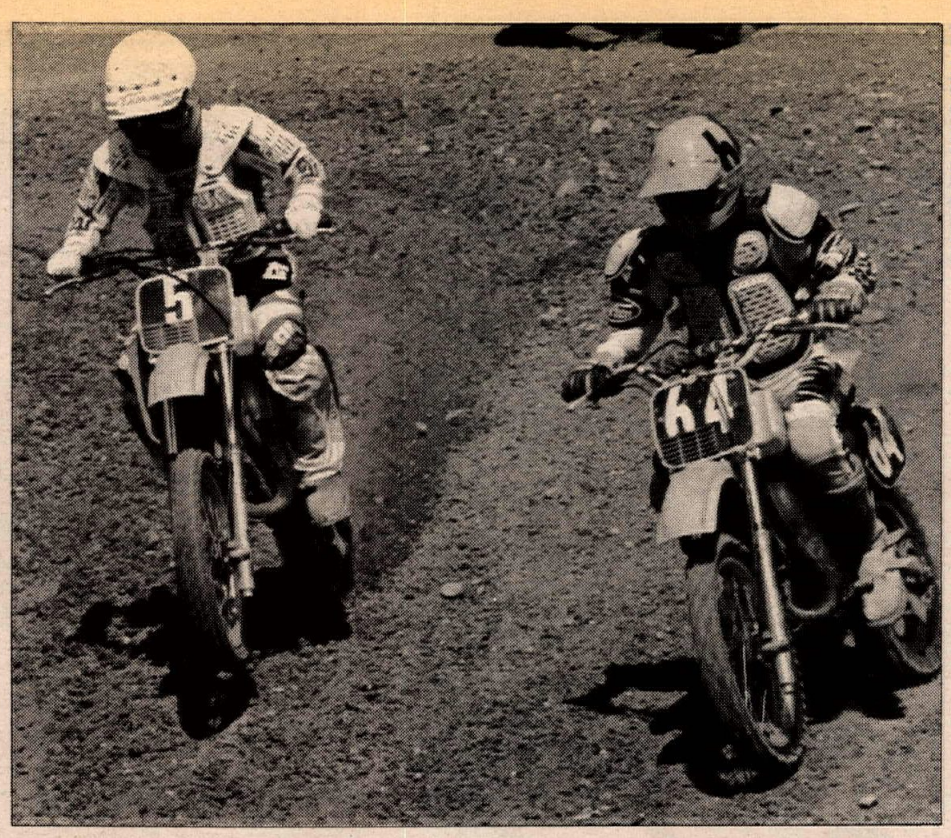


PHOTO BY MIKE GILLIES

Adam Fitzgerald (5) dives underneath an opponent on his way to a second overall in the Mini Novice class at DeAnza Cycle Park.

Friesen fastest, but Thomsen wins at DeAnza MX

By Mike Gillies

SUNNYMEAD, CA, JULY 29

Malcolm Smith's Tom Thomsen (Yam) topped 13 250cc Intermediates today by riding a smooth conservative race and protesting first moto winner Jon Friesen for passing on the yellow flag.

Team Tamm-sponsored rider Mike Fitzgerald (Hon) smoked everyone to the first turn in the first moto, and managed to set an unbeatable pace for the first four laps, when Honda-mounted Ron Lawson stole the lead. Friesen gated poorly and in playing catch-up, he crashed, putting him in what looked like an impossible situation. But Friesen wasn't going to take this lying down, as he charged through the pack to catch Thomsen by lap five, and, according to Thomsen, proceeded to pass on the yellow flag into third behind Fitzgerald. Lawson put some distance on the pack, but Friesen was soon on his tail and applying pressure. On lap 10 Friesen snuck by Lawson and held him off through the checkers. Performance Cycle Works' Steve Coster (Hon) worked up from a mid-pack start to pass Fitzgerald on the 13th lap for third, with Loren Pochirowski (Hon) getting by as well, putting Fitzgerald in fifth.

Scott USA's Larry Benedict (Hon) holeshot the second moto with Fitzgerald, Pochirowski, and Suzuki-mounted Doug Davison trailing. Friesen was fifth off the line, but when the pack came around from the first lap he was right behind Benedict and passed him shortly thereafter. Lawson was somewhere towards the rear for the first couple of laps, but was soon watching the Friesen/Benedict duel from behind. On lap eight, Benedict crashed and dropped to fifth place. Lawson tired and let Davison by on the 10th lap and Thomsen the next. Friesen cruised through the checkered flag first for the second time today, but this time he received full credit for his efforts. Thomsen's 2-3 score gave him the overall over Lawson's 1-4. Friesen salvaged third with a 7-1, while Coster's 3-6 edged out Davison's 10-2 for fourth.

Results

PEE WEE: 1. Chris Harwood (Yam); 2. Joshua Cartter (Yam); 3. Jason Ramos (Yam).
DIV II: 1. Jon Pauls (Yam).
DIV III: 1. Donnie Wilborn (Yam); 2. Lee Ford (Kaw).
MINI BEG: 1. Dante Herrero (Yam); 2. Jim McCorkell (Suz); 3. Billy Maxwell (Yam).
MINI NOV: 1. Dennis Urban (Yam); 2. Adam Fitzgerald (Yam); 3. Richard Geraghty (Yam).
MINI INT: 1. Buddy Antunez (Kaw).
MINI EX: 1. Billy Eisenacher (Kaw); 2. Brent Boyer (Yam).
125 BEG: 1. Peter Starman (Kaw); 2. Jess Garmona (Hon); 3. Cal Lynch (Kaw).
125 NOV: 1. Phill Alamangos (Suz); 2. Dennis Burns (Yam); 3. Mike Carr (Hon).
125 INT: 1. Kevin Montgomery (Suz); 2. Johnny Bonacci (Kaw); 3. Mike Jones (Yam).
250 BEG: 1. Harold Jones (Suz); 2. Tom Smith (Suz); 3. Steve Hawkins (Suz).
250 NOV: 1. Johnny Socco (Hon); 2. Larry Bohiken (Suz); 3. Dennis Burns (Yam).
250 INT: 1. Tom Thomsen (Yam); 2. Ron Lawson (Hon); 3. Jon Friesen (Suz).
250 PRO: 1. Terry Fowler (Hon); 2. Eddie Michetti (Suz); 3. Tom Combs (Yam).
OPEN BEG: 1. Greg Wilkins (Yam); 2. Phil Dorsett (Suz).
OPEN NOV: 1. Terry Ashton (Yam).
OPEN INT: 1. Kit Palmer (Hon).
WOMEN: 1. Lani Emary (Suz).
JR VET: 1. Robert Emary (Suz); 2. Richard Bealer (Yam).
INT VET: 1. Earl Shuler (Yam); 2. Robert Cooke (Hon).
SR VET: 1. Ron Brehm (Yam); 2. Ed Michetti (Suz); 3. Dan Sanchez.

Fay paves the way at Oregon Sidewinders TT

By Clay Light

CLACKAMAS, OR, JULY 27

Mickey Fay has devastated the start of the second half of the AMA Northwest Pro TT scene. Currently in second place is Randy Green, who controlled the first half of the season. Green chased Fay all the way to the flag in the Experts' 15-lap main while Brad Hurst rode to third. Ryan Fisher, like Fay, continues to rampage the northwest and topped the Junior main event, beating Brian McGonigal. Marty Zirbel fought off Californian Winkie Freitas for the Novice win.

Zirbel landed Novice scratch honors at the flash of the green light on the Chaney's Auto/Adams Cycle/Lou Kinish Yamaha 500 with Freitas pushing his Rotax 500 into the lead on lap two. Freitas yielded to Zirbel, Booth and Randy Roose (Hon) on the next go-'round but came back charging to trail Zirbel and Booth at the halfway point in the 10-lap main. As Zirbel pulled away from Booth, Roose was on the gas, and motored past everyone to take the lead. Booth bailed off, moving all contestants up a notch and made up the order of Roose, Zirbel and Freitas with a lap to go. Lappers played havoc late in the final lap, as Roose tangled with a rider and went down, losing his lead. He missed the win by only 15 feet. Zirbel went on to beat Freitas, Clark and Rick Albee (Yam).

John Clayton III (Yam) led twice, and both times the Junior main was nixed by a red flag. Clayton led again on the third and final take, but class dominators Fisher, McGonigal and Dan McDonell (Hon) were quick to bump Clayton to fourth on lap one. Fisher put his Rotax 560 into an unchallengeable lead until McGonigal shook off a pesky McDonnell and set his sights on the Wood-Rotax rider. McGonigal closed the gap but couldn't find a way around, as Fisher beat McGonigal, McDonnell, Danny Cain (Yam) and new Junior Pat McBride (Hon) to the flag.

Fay, Green, Larry Legarra, Del Schnitzer (Tri) and Hurst led the first of 15 laps of Expert competition. Fay soon sailed into a lonely lead, as Green did his best to bump Fay into the runner-up slot. Jeff McDaniel (Rtx) and Frank Word III (Tri) got around Legarra, who dropped to mid-pack with Hurst. Hurst settled in behind McDaniel and Word, then set both up on the downhill, nabbing them with three laps to go. Fay rode on to his third win in a row in the northwest on the Ammco tools/Marushin/Bel-Ray/Wood-Rotax 560. Green took second ahead of Hurst, Word, and McDaniel.

Results

EX: 1. Mickey Fay (W-R); 2. Randy Green (Hon); 3. Brad Hurst (Tri); 4. Frank Word III (Tri); 5. Jeff McDaniel (W-R).
JR: 1. Ryan Fisher (W-R); 2. Brian McGonigal (Rtx); 3. Dan McDonnell (Hon); 4. Danny Cain (Yam); 5. Pat McBride (Hon).
NOV: 1. Marty Zirbel (Yam); 2. Winkie Freitas (Rtx); 3. Clay Clark (Yam); 4. Rick Albee (Yam); 5. Paul Peiroli (Yam).
TROPHY DASH
EX: 1. Mickey Fay (W-R); 2. Randy Green (Hon); 3. Brad Hurst (Tri); 4. Larry Legarra (Tri).
JR: 1. Mike Oglesbee (Hon); 2. Brian McGonigal (Rtx); 3. Ryan Fisher (W-R); 4. Terry Wahl (C-A).
NOV: 1. Randy Roose (Hon); 2. Jack Booth (H-D); 3. Marty Zirbel (Yam); 4. Winkie Freitas (W-R).

Zahrt tags 250 Pros for win at Indian Dunes

By Tom Griffith

VALENCIA, CA, JULY 22

Kenny Zahrt pleased his loyal followers by returning to full form as he headed an impressive field of 250cc Pros at today's American Motocross Enterprise's Budweiser Sunday Bash. The Indian Dunes International Track was the site, as fifteen of the So. Cal. "fast guys" brought their 250s to the line for moto one. Zahrt nailed the competition to the wall in the first moto with Jon Zahrt close in second. Bruce Maynor took his Suzuki to third followed by AXO/Kal-Gard rider Bruce Delgado in fourth.

As the gate fell for the second 250cc Pro race, American Honda ace Larry Brooks, already pulled away from the pack, having adjusted both bike and rider after a mid-pack eighth in round one. Brooks took any line he chose during the second moto and seemed to add to his lead no matter where he ran. Randy Johnson, aboard his Answer-sponsored CR250, followed in second and held off the late-race charge by Zahrt and John Hemme. At the checker it was Brooks, Johnson, Zahrt, Hemme and John Drury, all on Hondas.

In his second race back from a broken foot Frazier Park's Mike Dunlap pulled the holeshot in both motos of the 250cc Juniors. Bill Manley, on a Dallas Baker Honda, and Daryl

Hambleton, on a CR250, followed Dunlap; and by mid race, pressured Dunlap into making a slight bobble 2-4 to finish ahead at the checker.

In the second moto, Dunlap crashed but still managed to remount and charge to the finish for second over Dutch Weibel. In doing so, Dunlap took the second-place brass behind Hambleton's 1-1 score.

Results

PEE WEE JR: 1. Willie Smith (Ita); 2. Mark Hunter (Ita); 3. David Stubblefield (Ita).
PEE WEE EX: 1. Jeff Willoh (Yam).
JR CYC BEG: 1. Jonathon Petralia (Kaw); 2. Marcello Folchi (Kaw); 3. Pablo Lara (Kaw).
JR CYC JR: 1. Brad Schultz (Kaw); 2. Robert Ringus (Yam); 3. Jeff Willoh (Kaw).
JR CYC EX: 1. Tony Sulek (Kaw); 2. Joel Tokarsky (Kaw).
MINI BEG: 1. Paul Hazard (Kaw); 2. Kim Hoagland (Yam); 3. Mike Farzaneh (Hon).
MINI JR: 1. Jody Tapia (Kaw); 2. Larry Turner (Kaw); 3. Jeff Orth (Kaw).
MINI INT: 1. Chris Lara (Kaw); 2. Steven Kotajarvi (Kaw); 3. Chris Neal (Kaw).
MINI EX: 1. Greg Vowell (Suz).
125 BEG: 1. Brian Bean (Kaw); 2. Cy Prado (Yam); 3. Paul Kasham (Yam).
125 JR: 1. Aaron Lewis (Kaw); 2. Jimmy Lewis (Kaw); 3. Richard Bates (Yam).
125 INT: 1. Troy Welty (Suz); 2. Tom Holt (Kaw); 3. Scott Boek (Suz).
125 PRO: 1. Larry Brooks (Hon); 2. Doug O'Donnell (Suz); 3. Billy Frank (Hon).
250 BEG: 1. Jeff Seely (Yam); 2. Isaiah Villarreal (Hon).
250 JR: 1. Daryl Hambleton (Hon); 2. Mike Dunlap (Hon); 3. Dutch Weibel (Kaw).
250 INT: 1. Larry Gentsch (Hon); 2. Jim Collier (Kaw); 3. Greg Perolio (Hon).
250 PRO: 1. Ken Zahrt (Hon); 2. Randy Johnson (Hon); 3. Larry Brooks (Hon).
500 BEG: 1. Michael Logue (Hon); 2. Wesley Hoagland (Yam).
500 JR: 1. Marc Cummings (Hon); 2. Art Dart (Hon).
500 PRO: 1. Darren Pritchett (Hon).
VET JR: 1. Richard Grose (Yam); 2. Wayne Ellis (Hon).
VET INT: 1. Mark Martin (Suz); 2. Jim Douglas (Yam).
VET EX: 1. Ronnie Gibson (Hon); 2. Alan Verchick (Hon).

Tucker, Weibel wild at Indian Dunes night MX

By Tom Griffith

VALENCIA, CA, JULY 20

Under the lights at Indian Dunes, American Motocross Enterprises hosted another Budweiser Summer Friday night motocross. The 250cc Beginner class was divided into two divisions with each producing excellent racing.

In division one, John Tucker, aboard a Yamaha, blew away the field with his crisp riding skill to take a 1-1 score and go home with a first-place trophy. Craig Fullerton and Tony Garcia kept in the hunt but had to be content with second and third tonight.

Division two of the 250cc Beginners produced many more thrills; not one of the riders produced the same score from moto one to moto two. The dicing and passing clearly entertained the crowd with many of the riders obviously bringing their own cheering sections. John Pennala took his Honda home first in round one but fell victim to the night sand monster and managed a fifth for third overall. Second moto winner Chris Rodzinski took a sixth into moto two and finished with a 6-1 score for fourth overall. The steady pacing and careful riding of Kawasaki rider Dutch Weibel payed dividends as the Mashburn Kawasaki rider parlayed a 2-3 score for first overall.

Results

PEE WEE JR: 1. Robby Hammond (Yam); 2. Shey DeJong (Yam).
PEE WEE EX: 1. Jeff Willoh (Yam).
MINI BEG: 1. Brian Gipson (Yam); 2. Kim Hoagland (Yam); 3. Billy Dawson (Kaw).
MINI JR: 1. Kevin Berry (Kaw); 2. Jody Tapia (Kaw); 3. Eric Broesel (Kaw).
MINI INT: 1. Chris Lara (Kaw).
MINI EX: 1. Greg Vowell (Suz).
125 JR: 1. Richard Bates (Yam); 2. Julian Giuerra (Kaw); 3. Alex Teno (Suz).
125 INT: 1. Gary Sailors (Suz); 2. Lenny Smith (Kaw); 3. Alan Pierce (Kaw).
125 PRO: 1. Dean Martin (Kaw); 2. Billy Frank (Hon); 3. Jack Greenberg (Yam).
250 BEG DIV I: 1. John Tucker (Yam); 2. Craig Fullerton (Hon); 3. Tony Garcia (Hon).
250 BEG DIV II: 1. Dutch Weibel (Kaw); 2. Robert Johnson (Hon); 3. John Penala (Hon).
250 JR: 1. Glenn Gordy (Kaw); 2. Rick Perez (Hon); 3. Ron Rosegard (KTM).
250 INT: 1. Larry Gentsch (Hon); 2. Guy Giffin (Hon); 3. Cam Johnson (Yam).
250 PRO: 1. Ken Zahrt (Hon); 2. Dave Welty (Suz); 3. Mike Watson (Hon).
500 BEG: 1. Travis Stake (Hon); 2. Jeff Gagnon (Suz); 3. Wesley Hoagland (Yam).
500 JR: 1. Kenneth Safford (Hon); 2. Mark Cummings (Hon); 3. Rick Gibbs (Hon).
VET JR: 1. Kent Johnson (Yam); 2. Richard Drolen (Hus).
VET INT: 1. Robert Fortier (Kaw); 2. Roland Thompson (Suz).
VET EX: 1. Alan Verchick (Hon); 2. David Rogers (Hon).

Nelson sweeps Watsonville MX

By Stoney Ryan

WATSONVILLE, CA, JULY 22

Nearly 200 riders turned out for this motocross race at the Santa Cruz Fairgrounds in Watsonville, where Yamaha pilot Jon Nelson swept the 125 and 250cc Pro classes with start-to-finish wins in three out of four motos.

In the first moto of the 125s, Nelson jumped out ahead and set a fast pace, racing comfortably out front until a last-lap challenge from Jeff Pestana. Pestana had worked his Honda up through the pack from eighth and now applied pressure by reaching within striking distance halfway to the finish. Pushing hard on Nelson's rear wheel, it looked like Pestana would take the lead on a jump just before the final turn. Suddenly, Pestana's bike stalled, dropping him to ninth and allowing Dean Matson and Kevin Field to finish second and third, respectively.

With Nelson leading convincingly in the second moto, the real action was the heavy dicing for the runner-up positions between Matson's Kawasaki, Mike Marquez on a KTM and Pestana's Honda. In the final tally, Matson finished second overall, followed by Marquez.

In the first 250cc Pro moto it was again Nelson establishing his dominance from holeshot to finish. Rich Mythen (Suz) and Honda riders Eric Mashbir and Chris Mitchell fought an exciting battle for second and third, taking the new uphill triple jump side by side every lap. At the finish, it was Mythen second, Mitchell third.

In the second moto, Johnny Gardner grabbed the holeshot and led a tight race until he overshot a corner, surrendering the lead to Mythen. But by the third lap, Nelson had come from a sixth-place start to take over the front position, widening his lead lap by lap to the finish. Mythen took second overall, Gardner third.

Results

250 NOV: 1. Robert Wells (Hon); 2. Dan Russ (Suz); 3. Marc Hutchins (Suz).
OPEN NOV: 1. Richard Wilson (Hon); 2. Ron Carlson (HOn); 3. Pete Demas (Mai).
OPEN JR: 1. Carl Cox (Hon); 2. Erick Schaffer (Hon); 3. Keith Holmgren (Mai).
250 PRO: 1. Jon Nelson (Yam); 2. Rich Mythen (Suz); 3. John Gardner (Hon).
OPEN INT: 1. Tony Shipman (Suz); 2. Garwin Lundhrist (Hon); 3. Scott Long (Hon).
OPEN PRO: 1. Bill Grossi (M Star); 2. Scott Fendorf (Hon); 3. Tom Alarcon (Yam).
250 JR: 1. Jeff Wright (Hon); 2. Mark Delucchi (Suz); 3. Dion Knepper (Yam).
250 INT: 1. David Tuttle (Suz); 2. Devon Joos (Hon); 3. Tom Wetzel (Hon).
OT SPTSMN/OT MASTER: 1. Geoffrey Fox (Hon); 2. Hank Weasel (Suz); 3. Rod Brasel (Yam).
VET SPTSMN: 1. Bruce Winfree (Hon); 2. Ron Sutton (Hon); 3. Layne Castner (Hon).
VET MASTER: 1. John Swan (Hon); 2. Dean Brown (Hon); 3. Jerry Caton (Suz).
125 PRO: 1. Jon Nelson (Yam); 2. Dean Matson (Kaw); 3. Mike Marquez (KTM).
MINI 80 JR (12-16): 1. Steve Bonita (Hon); 2. Ricky Peixoto (Yam); 3. Rodney Correia (Kaw).
MINI 80 NOV (12-16): 1. Philip Paz (Kaw); 2. Pat Bernett (Yam); 3. Joey Rodriguez (Kaw).
MINI 80 NOV (9-11): 1. Titus Smith (Hon); 2. Christopher McCallie (Yam); 3. Justin Ownbey (Suz).
MINI 80 JR (9-11): 1. Mike Brewer (Kaw).
MINI 60 NOV (9-11): 1. John Fox (Kaw); 2. Erik Halpin (Hon); 3. Danny Wenger (Kaw).
MINI 60 JR (9-11): 1. Brian Gouveia (Kaw).
125 INT: 1. Ty Earl (Yam); 2. Sean Lowar (Suz); 3. Jeoff Woods (Suz).
125 JR: 1. Steve Weyrauch (Hon); 2. Chris Glanz

ATV News™

Covers it all!

All that's happening in the world of all-terrain vehicles. Every month. All for only $5 a year. ATV News, America's All-Terrain Vehicle Newspaper.

Subscribe today!

AMERICA'S MONTHLY ALL-TERRAIN VEHICLE NEWSPAPER

☐ **YES! Send me one full year (12 issues) of ATV NEWS for only $5.00!**

☐ **I want to SAVE MORE! Send me two years (24 issues) of ATV NEWS for only $9.00 — $15.00 off the newsstand price!**

NAME _____
(please print clearly)

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____

please check box
☐ Payment enclosed
☐ Mastercharge ☐ Visa

MasterCard VISA

Charge Customers: We must have complete account number & card expiration date

Card expires _____ Date of this order _____

Signature _____

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such TOTAL (together with any other charges due thereon) subject to and in accordance with the Agreement governing the use of such card.

Please mail to: ATV News
P.O. Box 1030
Long Beach, CA 90801-1030
or call (213) 595-4753

Canada and Mexico (1 year) 2nd class $10 Other foreign rates available upon request
Check & Money Orders payable in U.S. funds

Television's Fastest Half Hour...
MOTOR WEEK ILLUSTRATED
Watch Every Saturday
At 5:35 P.M. E.D.T. On
SuperStationWTBS
Host
DAVE DESPAIN
Brings You Exciting
Motorsports Coverage
COMING UP...
August 18th
AMA Camel Pro TT
From Peoria, IL
World Championship G.P.
Road Race
From Anderstorp, Sweden
August 25th
AMA Camel Pro Road Race
From Sonoma, CA
AMA National Motocross
From Washougal, WA

PHOTO BY W.H. SPENCER

A pair of Honda riders dice in Laguna Seca's Open Pro class, where Danny Boles took the win over Scott Fendorf.

SIDI
THE ALL NEW CARLA BOOT
All new with extended plastic shin guard, plastic ankle plates and shift guard. New Sidi ratchet sole slides easily yet grips when you need traction. Sidi's one pull lacing and Velcro® fasteners for quick getaways. As worn by World Champ Hakan Carlqvist; popular sizes in red/white, blue/white, and black/yellow. List $169 pair.
Cosmopolitan Motors Inc.
301 Jacksonville Road
Hatboro, Pa. 19040
(215) 672-9100

Pripps pluss
THE ENERGY DRINK from HI-POINT

(Yam); 3. Tony Carey (Yam).
125 NOV: 1. Taryl Weinrick (Kaw); 2. Kent Gurries (Suz); 3. Pete Fox (Hon).

Gardner mows 'em down at Santa Clara

By Stoney Ryan

SANTA CLARA, CA, JULY 20

In its fifth week of Friday night Zap Promotions motocross racing, the Santa Clara Police Athletic League track saw Peninsula Honda and Moto-X-Fox rider "Johnny G" Gardner sweep the 250cc Pro class; taking one the hard way and one with style.

Starting mid-pack in the first moto behind Chris Mitchell's Honda, Yamaha pilot Craig Christian and Tony Richards' Kawasaki, "Johnny G" pushed his CR hard, gaining ground on the leaders lap by lap. By the sixth lap, it was Mitchell and Gardner wheel to wheel — Gardner pushing hard, Mitchell trying to hold on. One lap later "Johnny G" took the lead and never looked back. In the second moto, it was Gardner racing fast and smooth from holeshot to finish. Mitchell took second overall, followed by Christian.

One of the most hotly contested races of the night was the 125cc Pro class where Jeff Pestana took them 1-1, but not without a fight. In the first three laps of the first moto, it looked like anybody's race. By the fourth lap it was a tight battle for the front positions between Steve Nauman on a Honda, Bin Avery's Kawasaki and Pestana's Honda. That's how they were — Nauman, Avery, Pestana — when the three racers squeezed into a hairpin turn at the back of the track. But by the time they cleared the corner, Avery was down and Pestana had jumped out ahead of Nauman for the lead and held on to the finish. In the second moto, it took Pestana seven laps to overtake the leader Nauman, who finished second overall ahead of Avery.

The largest class of the night was the mini bikers, with nearly 40 entries including 6-year-old Pee Wee Christy Masterson. Little Christy pulled up the rear on a Yamaha 50, her long ponytail bouncing with every bump and jump on the track. But way out front, racing smoothly ahead of the pack, was Jeannie Pruitt, the only other girl entered at Santa Clara — showing the boys just what it takes to ace the Mini class.

Results

250 INT: 1. Tom Wetzel (Hon); 2. Joe West (Yam); 3. Ted Harry (Hon).
125 NOV: 1. Bob Staggs (Hon); 2. Richard Galvan (Yam); 3. Bill Wise (Yam).
125 JR: 1. John Marley (Kaw); 2. Shaun Lee; 3. Mark Lauhe (Hon).
125 INT: 1. Ty Earl (Yam); 2. Mike Lotheisen (Hon); 3. Jon King (Hon).
125 PRO: 1. Jeff Pestana (Hon); 2. Steve Nauman (Hon); 3. Bin Avery (Kaw).
OT SPTSMN/OT MASTER: 1. Jim McIntre (Suz); 2. Pat Doyle (Mai); 3. Don Williams (Suz).
VET SPSMN: 1. Jeff Burnett (Yam); 2. Joe Wytman (Kaw); 3. Bill Burnett (Yam).
VET MASTER: 1. Jerry Caton (Suz); 2. Rick Souza (Hon).
MINI 80 JR (12-16): 1. Robert Frank (Hon); 2. Kevin Johnson (Hon); 3. Daniel Gatto (Yam).
MINI 80 INT (12-16): 1. Jimmy Clay (Yam); 2. Todd Hicks (Suz); 3. Ronald Caton (Suz).
MINI 80 NOV (12-16): 1. Eric Jacolsen (Yam); 2. Craig Hill (Yam); 3. Rene Rioux (Yam).
MINI 80 INT (9-11): 1. Jeannie Pruitt (Suz).
PEE WEE 50 NOV: 1. Christy Masterson (Yam).
MINI 80 NOV (9-11): 1. Seth Young (Yam); 2. Jerome Smith (Hon).
MINI 60 JR (9-11): 1. Brian Gouveia (Kaw).
MINI 60 NOV (9-11): 1. Erik Halpin (Hon); 2. Paul Wenger (Hon).
250 PRO: 1. John Gardner (Hon); 2. Chris Mitchell (Hon); 3. Craig Christian (Yam).
250 JR: 1. Sam Guardino (Hus); 2. Eric Grass (Hon); 3. Jon Felock (Yam).
250 NOV: 1. Hank Lenshoek (Suz); 2. Tyler Young (Hon); 3. George Heare (Hon).

Nelson admirable, Watts electric at Laguna Seca MX

By W.H. Spencer

MONTEREY, CA, JULY 15

Jon Nelson and Dean Matson traded moto wins and runner-up placings in this Continental Motosports Club-sanctioned motocross, with Nelson triumphant by virtue of his win in the deciding second moto.

In alternating the moto wins the two riders turned in some very good racing. Theo Bernhard turned in a pair of thirds for the same spot at the payoff window, ahead of Dennis Hannel and Jeff Pestana.

In the 250cc Pro class Jeff Watts returned to competition after a three-year layoff and had a battle royale with Brett Cahors, who was riding a borrowed machine. Cahors left the pack in the first moto with Watts second over Damon Webb and Gregg Pennington.

In the second round Watts and Cahors battled so closely that Watts put Cahors off his line and off the track, which led to a small conversation later. Watts took the overall on his Moto-X Fox special with Cahors second over Webb, Scott Miller and Chris Mitchell.

Cahors smoked the first round of the Open Pros, but in the second round he was trapped at the bottom of a turn-one pile-up and lost too much time to make up. Danny Boles, who is back and now getting help from former Canadian champ Danny Turner, and after finishing second in the first moto, won the second for the overall. Scott Fendorf took second with a 4-3 count and Mark Nelson was third with a 5-4.

Results

125 PRO: 1. Jon Nelson (Yam); 2. Dean Matson (Kaw); 3. Theo Bernhard (Hon).
250 PRO: 1. Jeff Watts (Suz); 2. Brett Cahors (Hon); 3. Damon Webb (Hon).
OPEN PRO: 1. Danny Boles (Hon); 2. Scott Fendorf (Hon); 3. Mark Nelson (Yam).

Ellis, Wright battle at Sacto MX

By Nuclear Neukam

SACRAMENTO, CA, JULY 13

Sierra/Answer Products/Yamaha Support rider Jim Ellis made the long haul from Fresno to Sacramento Raceway Park a worthwhile venture by scoring two moto wins in the 250cc Pro class ahead of Hi-Point/Honda of Sacramento-supported Jo Jo Wright at the Friday night stadium MX races in the Motobowl.

Ellis came from behind in the opening round to score first in front of up-and-coming fast guy Wright. Then Ellis motored to the win in moto two as Wright held off Jimmy "Kamakazi" Robertson for second and second overall. Robertson (4-3) and Allen "Bad Boy" Bertluti (3-4) finished the evening third and fourth overall, respectively.

Kawasaki-mounted Shawn Freiling downed Yama-rooster Darryl Haney both times out for the 125cc Intermediate win. Honda-mounted Troy Muse finished third on a 3-3 tally.

R. Craig Engineering-sponsored, Honda-mounted Rodney Beard took the 250cc Novice first place trophy back to Grass Valley after topping both motos. Suzuki-mounted Gary Pierson was second while third overall went to another Suzuki rider, Randy Musladin (3-3).

Results

250 PRO: 1. Jim Ellis (Yam); 2. Joe Wright (Hon); 3. Jimmy Robertson (Suz).
OPEN PRO: 1. Dave Pile (Yam).
250 INT: 1. Slammin' Sam (Hon).
OPEN INT: 1. Steve Brown (Hon); 2. Mark Nickolatos (Hon).
125 INT: 1. Shawn Freiling (Kaw); 2. Darryl Haney (Yam); 3. Troy Muse (Hon).
VET NOV: 1. Robert Craig (Hon); 2. Roy Crouch (Hon).
VET INT: 1. Mark Miller (Yam); 2. Keith Vaughn (Hon).
VET EX: 1. Russ Powell (KTM).
OT NOV: 1. Bill Arbogast (Suz); 2. George Buttles (Kaw).
OT INT: 1. Ralph Thomure (Kaw); 2. Bill Housh (Yam).
VET EX: 1. Al Picken (KTM); 2. Mike Heiberger (Hon).
4-ST: 1. Kerry Bryant (Hon); 2. Jerry Wheeler (Kaw).
50: 1. Beau Judge (Hon).
60: 1. Karl Butler (Kaw); 2. Gary Robinson (Kaw).
80 NOV: 1. Ian Leff (Yam); 2. Grant Michaelson (Kaw).
125 NOV: 1. Cliff Austin (Hon); 2. Mike Crull (Yam).
250 NOV: 1. Rodney Beard (Hon); 2. Gary Pierson (Suz).
OPEN NOV: 1. Robert Timmons (Hon); 2. Bill Perkins (Suz).

Beyer, Rogers roost at Albany SX

By Clay Light

ALBANY, OR, JULY 29

Honda-mounted Alan Rogers maneuvered his Honda CR250 around Albany Speedway supercross track well enough to take top laurels in the day's program winning the Open Junior GP race and the 250cc Junior class motos.

Gary Beyer took a tough come-from-behind win in the Open Intermediate GP but ran runners up to Jody Jamieson in the 125cc Intermediate motos during the regular program.

Young Jeff Daily was a dominant factor in routing both 80cc Intermediate motos on the Team Green KX80, and at the end of the day, he took on the big guys in the Intermediate GP race, open to 80 to 500cc machinery. Sixteen riders dueled for positions with Steve Bye leading the action after Beyer grabbed the early lead only to crash and find himself back in the pack. Beyer rallied from well in mid-pack to settle behind Daily, who was riding superb, circulating the track just as quickly as the 500cc and 250cc riders were. Daily held off 250cc Suzuki rider Dave Fox and Ben Grable for third behind winner Beyer, who displaced Bye late in the race for the win.

The Junior GP had Alan Rogers (Hon) battling off 125cc pilots Randy King (Yam) and Mark Burns (Yam). King and Burns ran second and third as Rogers was untouchable. King earlier had handily defeated a 17 rider 125cc Junior class on his YZ en route to a 1-1 thrashing of the event, while Bryan Summerlin and Ron Dykgeaa gave chase in second during both motos. Randy Simpson took third with 4-3 placings.

Kelly Whelchel (Kaw) did the dirty deeds in the 250cc Intermediate class. Whelchel tore up the track en route to the first moto win over fellow Kawasaki rider Wayne Church. Wade Anton (Yam) rode well enough to hold off a mass of riders for third beating Chuck Barber (Yam) and Tom Pielcher.

Moto two had it Whelchel's way as hg blew the lid off the second moto to continue his domination of the class. Church was runner-up both motos for a 2-2 second ahead of the consistent riding by Anton, Barber and Pielcher.

Jody Jamieson and Beyer battled in the 125cc Intermediate class with Beyer topping the first moto aboard a Yamaha to beat Jamieson and Yamaha rider Steve Bye. The second moto gave the overall to Jamieson, who did a credible job of holding off Beyer for a 2-1 tally on his Kawasaki.

Results

60b JR: 1. Shawn Highland; 2. Danny Ulven; 3. Ryan Leach.
60 INT: 1. Jamie Parker.
80 JR: 1. Tim Parker; 2. Mike Johnson; 3. John Feeley.
80 INT: 1. Jeff Daily; 2. Monty Spaulding; 3. Jerry Aicher.
125 JR: 1. Randy King; 2. Bryan Summerlin; 3. Randy Simpson.
125 INT: 1. Jody Jamieson; 2. Gary Beyer; 3. Steve Bye.
250 JR: 1. Alan Rogers; 2. Dwight Burr; 3. Ron Hall.
250 INT: 1. Kelly Whelchel; 2. Wayne Church; 3. Wade Anton.
OPEN JR: 1. Scott Martin; 2. Mike Burke; 3. John Overpeck.
OPEN INT: 1. Alan O'Brien; 2. Gary Bever; 3. Jim Wiser.
PP: 1. Deana Holbrook; 2. Erin O'Brien.
OLD TIMER: 1. Jerry Skelly; 2. Gary Highland; 3. Rusty Garrison.
JR GP: 1. Alan Rogers; 2. Randy King; 3. Mark Burns.
INT GP: 1. Gary Beyer; 2. Steve Bye; 3. Jeff Daily.
0-200 BEG: 1. Lane Lyons; 2. Pat Munyon; 3. Jason Johnson.
200-UP BEG: 1. Jim Brenden; 2. Hal Wald.

Felicio flies at Newman ST

By Dan Feldhaus

NEWMAN, CA, JULY 28

Expert 500cc racing action was spectacular tonight as Rotax-mounted Chad Felicio ran away with the main event to win over Can-Am mounted Mike Inderbitzen. Inderbitzen got the holeshot but couldn't hold off the threats of Felicio, as Felicio stretched out his lead to finish at the checkered flag a quar-

CONSTRUCTION SALE.

ALL HARLEYS Going At Dealer Cost In Time For Sturgis

Rimrock Honda Harley-Davidson is building.

We must move out all inventory. You can save enough to buy a plane ticket to Billings, Montana and tour Yellowstone National Park.

1983	Interstate	$4450		1983 750 Magna	$2375
1983	GL1100	$3550	SOLD	~~1983 750 Sabre w/fairing~~	~~$3100~~
1983	CB1100F	$2995		1983 GL650I	$2650
~~1982 CBX~~	SOLD	~~$2995~~		1982 Turbo	$2500
1982	CB750F	$2299		1983 450 Nighthawk	$1350
		1983 650 Nighthawk	$2190		

All 1984 Prices so low Cycle News won't print them

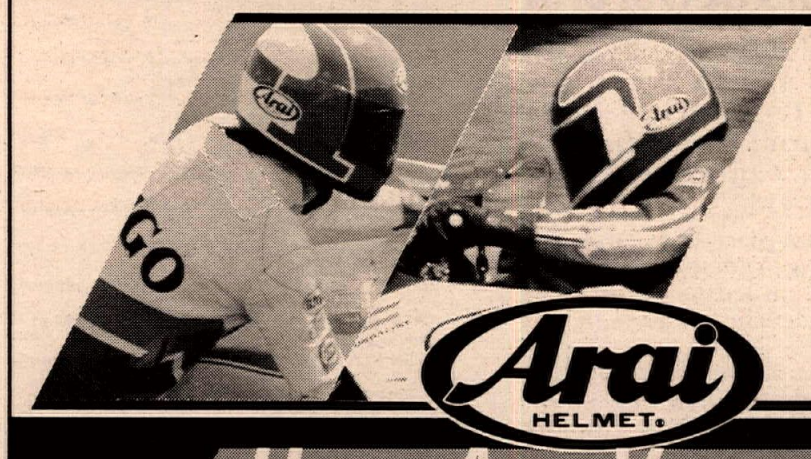
NO SALES TAX IN MONTANA — CALL FOR QUOTE — NO SALES TAX IN MONTANA

Save this ad. Sale prices good through August 14, 1984.

RIMROCK HONDA HARLEY-DAVIDSON

2261 Eldorado Drive, Billings, Montana 59102 (406) 652-2925

When All is Said and Won:



MIKE BALDWIN & FRED MERKEL WIN SUZUKA 8-HOUR ENDURANCE RACE IN JAPAN

TEAM HAMMER WINS THE W.E.R.A. 24 HOURS OF NELSON LEDGES ENDURANCE ROAD RACE

And Arai Helmets TopOff Their Rides With Long Term Comfort & Protection

Arai HELMET

HEAD AND VISOR ABOVE THE REST

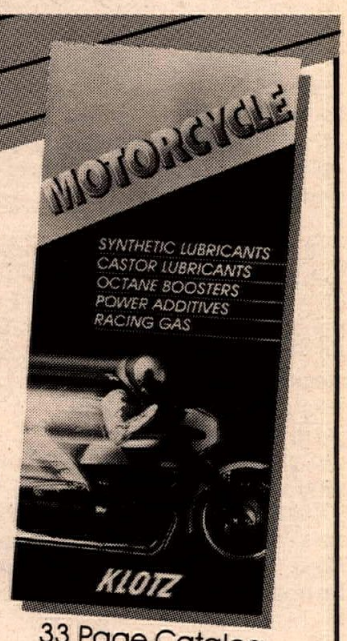
SYNTHETIC LUBRICANTS
CASTOR LUBRICANTS
OCTANE BOOSTERS
POWER ADDITIVES
RACING GAS

SEND FOR FREE CATALOG

INCLUDES TECHNICAL TIPS & PRODUCT INFO

NAME
ADDRESS
CITY STATE ZIP
Have you used Klotz products before? ☐ YES ☐ NO
STATUS: ☐ Pro ☐ Semi-Pro ☐ Enthusiast
Send $1.00 for postage and handling to:
Klotz Special Formula Products, Inc. • Dept. CN
P.O. Box 11343, Fort Wayne, IN 46857 • (219) 749-0489
Add $1.00 for each additional catalog. ☐ Snowmobile ☐ Kart ☐ ATV

KLOTZ POWER TO GO
Research & Development Center
Long Beach, California



33 Page Catalog Full Color

YAMAHA
IN STOCK
FJ1100 • '84 & '82 YZs • XV1000
15% OFF ALL PARTS
With this ad
★ CITY CYCLE CENTER ★
8423 Rosemead Blvd.
N. Downey
(213) 861-6217 (213) 861-5728

FREE full-color catalog
48 pages of the best for street & MX including Championship SuperShox, TrackPaws, Fox RainSuit, DirtPaws, Roost-D-Flector, 'QD' Boots and more.
Send just $1 to cover postage and handling to:
Moto-X Fox, Dept.CN
520 McGlincy, Campbell, CA 95008

CARLISLE RACING TIRES
Class "C" and Speedway
Special Racer Prices
(415) 368-6259, (415) 364-4004

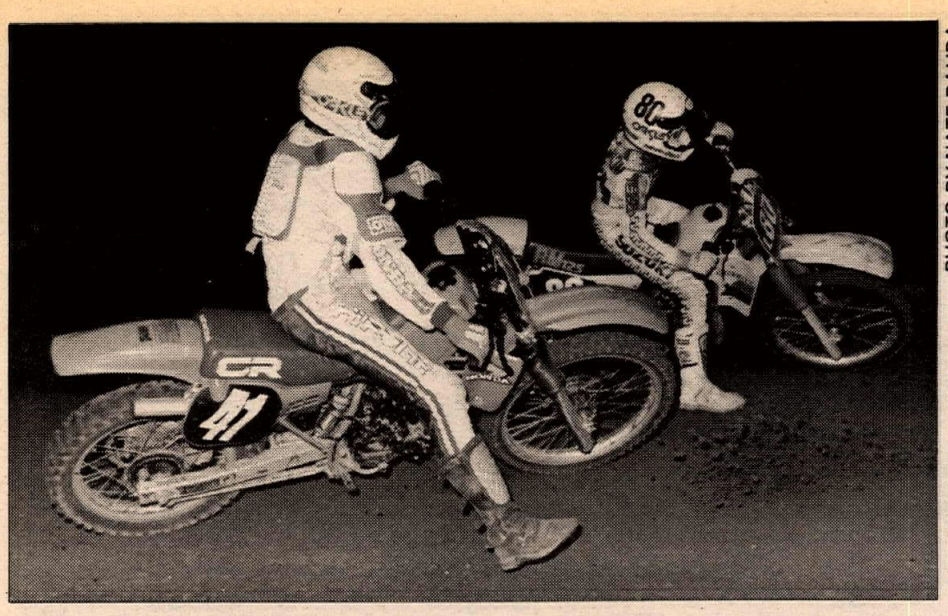


PHOTO BY NATE RAUBA

Shawn Slayton (L80) and John Cartter spent both 125cc Beginner Division one motos this close. Cartter won while Slayton was later DQed.

ter lap ahead of second place Inderblitzen.

The battle raged on behind as Winkie Freitas passed A. Sabedra on the last corner of the last lap for third place.

In the 250cc Expert class, J. Nunez came out the victor on his Suzuki as he shut out Beecher on a Yamaha, with Winkie Freitas trailing on a Yamaha close behind.

In the 250cc Novice class, R. Hayes styled his way to the win, leading wire to wire.

Results

PEE WEE: 1. Robert Stevenson.
60 NOV: 1. Ron Smith.
80 NOV: 1. T. Damron.
80 JR: 1. D. Moser.
500 EX: 1. Chad Felicio (Rtx); 2. Mike Inderbitzen (C-A); 3. Winkie Freitas (Rtx); 4. A. Sabedra (Hon); 5. C. Howard (Yam); 6. F. Sanchez (Hon).
250 EX: 1. J. Nunez (Suz); 2. T. Beecher (yam); 3. Winkie Freitas (Yam).
500 JR: 1. Robert Damron; 2. T. Crriger.
500 NOV: 1. D. Pamkoso; 2. T. Andragna.
250 JR: 1. T. Carriger; 2. S. Mayfield; 3. D. Cahoon.
250 NOV: 1. R. Hayes; 2. A. Biscayle; 3. A. Mitchell.

Furman strikes twice at Alliance MX

By Karen Dans

ALLIANCE, NE, JULY 22

Rick Furman stole the show in the 60cc Expert classes at the Alliance motocross for the big Heritage Day's celebration in western Nebraska. Mounted on a Rocky Mountain Kawasaki, sponsored by Alliance Kawasaki, Furman took the winner's circle in every moto including the 80cc Expert competition.

In the first 60cc Expert moto, Des Piihl was the first rider out of the gate but was heavily pursued by Furman through the series of jumps and into the S turns. Furman quickly took over the lead during the first lap and extended his advantage in a hurry. Furman easily held on to claim the win ahead of Piihl and Ryan Twogood.

Furman's win in the 80cc Expert class was a bit harder for the Kawasaki pilot. In both motos, Furman stole the holeshots but was closely pursued by Jason Hirter. However, by the midway point of both motos, Furman would pull away for dualing wins. Eric Gonzalez was also a tough contender in the second moto, by taking care of Hirter for second, and second overall.

Results

60 EX: 1. Rick Furman (Kaw); 2. Des Piihl (Kaw); 3. Ryan Twogood (Kaw).
60 NOV: 1. Mike Quick (Kaw); 2. Casey Amen (Yam).
80 EX: 1. Rick Furman (Kaw); 2. Eric Gonzalez (Kaw); 3. Jason Hirter (Kaw).
80 AM: 1. Mike Lordino (Kaw).
80 NOV: 1. Des Piihl (Kaw); 2. Brian Broker (Kaw); 3. Tony Stoddard (Kaw).
125 AM: 1. Mark Nelson (Kaw); 2. Randy Amen (Yam); 3. Pat York (Kaw).
125 EX: 1. Brian Walters (Hon).
125 NOV: 1. Jimmie Siegfreid (Kaw); 2. Pat King (Suz); 3. Andy Laus (Yam).
250 EX: 1. Brian Walters (Hon); 2. Rod Vogel (Kaw); 3. Bobbie Guinn (Kaw).
250 AM: 1. Bob Criger (Yam); 2. Brent Daniels (Kaw).
250 NOV: 1. Jeff Phelps (Kaw); 2. Harland Vogel (Hon); 3. Cory Couch (Yam).
OPEN: 1. Jim Quick (Yam); 2. Jim Jelinek (Hon).
ENDURO: 1. Rod Vogel (Hon); 2. Pat York (Kaw); 3. Dan McShannon (Kaw).

McMahon returns and wins at Corona

By Nate Rauba

CORONA, CA, JULY 27

The 125cc Pro class had one of its best turnouts of the year tonight at Corona Raceway with nine riders entering to battle for first-place cash. Malcolm Smith Racing/Yamaha rider Vince McMahon returned to Corona and picked up where he left off — in first place.

A light rain shower fell as the first moto got underway, and it was Sunwest Yamaha's Mark Decker leading Brandon Schneider (FMF/Cagiva) and John Slavens (SoCal Racing Fuel/Kaw) through turn one. Decker quickly opened up a small lead over Schneider, who had McMahon breathing down his jersey by the second lap. As Decker began to run into 250cc traffic from the first line on the fourth lap, Schneider dumped his bike in the first turn and handed second to McMahon. With Schneider out of his way, McMahon began to slowly bite into Decker's lead. But at the same time McMahon was losing some ground to a hard charging Mark Lopera (Bills Pipes/Sunwest Yamaha), who had worked his way into third after a poor start. With two laps remaining, McMahon finally caught Decker but couldn't get by. McMahon would get very close in the hills, only to have Decker gain a few feet in the infield and especially through the stadium whoops. Lopera's spark plug cap came off on the same lap, dropping him to sixth. As the white flag flew Decker held the lead by mere inches and again gained a few feet in the whoops. But McMahon fought back, went to the inside through the back turn and took the lead. Decker came back coming into the infield and stuck his front wheel under McMahon but could only rub knobs. McMahon held on in the final turns to take first ahead of Decker.

The start of the second moto belonged to Decker again, with Lopera and McMahon a close second and third. Lopera wasn't content with second and began challenging for the lead right away, but Decker held him off. It wasn't until midway through the second lap that Lopera finally found a way by, which was through the air, and once out front he quickly pulled a small lead. Another Decker/McMahon duel shaped up, while behind them Schneider began a race-long battle to get by Riverside Honda's Jeff "Wafer" Schaeffer. Decker's chances for the overall went up in a cloud of dust on the fifth lap when he went down in front of McMahon, with enough distance to get going again in third. Lopera began to feel pressure on the next lap, and McMahon found a way by. But Lopera hung in there and on the final lap squeezed back into the lead as they passed a slower 250cc rider. McMahon stayed close to the end but didn't take any chances trying to pass and took a safe second which was all he needed for the overall. Decker was a distant third for second overall, and Lopera earned third with his 6-1 score.

Results

PEE WEE 9-: 1. Ben Phalen (Kaw); 2. Brent Bisbee (Hon); 3. Jason Carroll (Kaw).
PEE WEE 10×: Joe Albrecht (Kaw); 2. Jimmy Williams (Yam); 3. Jeff Lewis (Kaw).
MINI BEG 12-: 1. Wesley Klein (Kaw); 2. Jeb Brock (Yam); 3. Derek Conner (Kaw).
MINI BEG 13+: Andres Chavez (Kaw); 2. Kevin Yamauchi (Kaw); 3. Robert McCay (Kaw).
MINI NOV: 1. Dustin Evans (Kaw); 2. Eric Bisbee (Kaw); 3. Dennis Urban (Yam).
MINI INT: 1. Larry Sayeg (Kaw); 2. Mike Wiese (Yam); 3. Robert Flores (Kaw).
MINI EX: 1. Robbie Gordon (Kaw).
125 BEG I: 1. John Cartter (Hon); 2. Roy Bloodworth (Suz); 3. Ron Montcone (Cag).
125 BEG II: 1. Mike Matson (Suz); 2. Craig Scoggins (Yam); 3. Randy Danyeo (Yam).
125 BEG III: 1. Jerry Jetton (Suz); 2. Dave Natalizer (Suz); 3. Rich Wallace (Kaw).
125 NOV: 1. Jim Kuntz (Suz); 2. Mike Peters (Hon); 3. Todd Kobetsky (Kaw).
125 NOV II: 1. David Foltz (Kaw); 2. Chris Pillow (Hon); 3. Derek Nott (Hon).
125 INT: 1. Jason Neuman (Kaw); 2. B.J. Millspaugh (Yam); 3. Eric Clemson (Yam).
125 PRO: 1. Vince McMahon (Yam); 2. Mark Decker (Yam); 3. Mark Lopera (Yam).
250 BEG I: 1. Jimm Neeld (Yam); 2. Tim Poss (Hon); 3. James Peralta (KTM).
250 BEG II: 1. Jay Durst (Kaw); 2. Patrick Mullis (Hon); 3. Steve Baker (Yam).
250 NOV: 1. John Francis (Cag); 2. Mike Howard (Yam); 3. Ross Janke (Suz).
250 INT: 1. Todd Cunningham (Suz); 2. Kinney Jones (Hon); 3. Steve Coster (Hon).
250 PRO: 1. Paul McLain (Hon); 2. Steve Piattoni (Hon); 3. Colin Ryan (Suz).
OPEN BEG: 1. Robert Temple (Yam); 2. Mark Aston (Suz); 3. John Walker (Yam).
OPEN NOV: 1. Mike Logan (Yam); 2. Bill Mahony (Hon); 3. Don Abdella (Mai).
OPEN PRO: 1. Willy Musgrave (Hon); 2. Dan Berg (Hon); 3. Rick Lee (Kaw).
VETS: 1. Bob Watson (Kaw); 2. Alan Gerkey (Suz); 3. Mike Norris (Suz).

Bowman goes for two at Mesa Marin supercross

By Clark Emery

BAKERSFIELD, CA, JULY 27

Gary Bowman, aboard his U.S. Suzuki RM250, dazzled the hometown crowd tonight by winning both 250cc Pro motos at this AME-sanctioned supercross event.

At the start of the 250cc Pro moto it was "Radical" Ron Turner out in front of the 190cc Cagiva with Bowman and Accurate Racing's Russ Wageman both doing their best to occupy the same lines. Entering the Killer double jump in front of the spectator stands, Turner declined to take the jump as a whole which was all Bowman needed, as he flew over Turner's head and into the lead.

At the finish it was Bowman way out in front with Turner second and Gordon Ward, who passed Wageman in the back section double jumps, in third.

In round two it was Radical Ron passing the field on the outside of the first corner with only precious inches separating him from sliding off the track. In second was Bowman's screaming Suzuki and San Jose's Johnny Garner on his MX Fox-sponsored CR250. Going over the doubles, Bowman again passed Turner in the air for first and from there pulled away from the pack.

On lap four, Garner put a Bonzai pass on Turner for second again over the doubles, putting Turner in a battle for third with Valencia's Larry Gentsen and O'Neal rider Tracy Oswell, all fighting for a chance to make their move. When the checkered flag waved, it was Bowman way out in front with Garner in second and Turner in third.

In the 125cc Intermediate action, Palmdale's "Flyin,' " Brian Nelson pulled the holeshot on his RM125 with the KX125 of Alan Pierce and Jeff Reynolds close behind. Going into the whoop section, Reynolds put the pass on Nelson for first leaving Nelson and Pierce in a side-by-side battle.

On lap three, Reynolds went down hard giving the lead to Pierce with Nelson in second. When the white flag came out, Nelson pulled off the track thinking it was the checkered, but noticed that he made a mistake and returned to the track without losing any positions. In the end it was Pierce, Nelson and Mick Elsberry.

Results

80 BEG: 1. Kevin Thompson (Kaw); 2. Billy Johnson (Kaw).
125 BEG: 1. Terry Olivieri (Yam); 2. Rick Kimura (Suz); 3. Charlie Waddle (Suz).
125 JR: 1. Brad Willingham (Suz); 2. Arron Girn (Kaw); 3. Jim Theys (Kaw).
125 INT: 1. Brian Nelson (Suz); 2. Alan Pierce (Kaw).
250 BEG: 1. Tom Younger (Kaw).
250 INT: 1. Pat Sparks (Hon); 2. Mike Hawks (Yam); 3. Rick Grant (Yam).
125 PRO: 1. Gary Bowman (Suz); 2. Ron Turner (Cag); 3. Gary Riekky (Kaw).
250 PRO: 1. Gary Bowman (Suz); 2. Ron Turner (Cag); 3. Tracy Oswell (Hon).
500 PRO: 1. Jim Ellis (Yam); 2. Brett Cross (Hon); 3. Mark Nelson (Hon).

Yamamoto wins Huetter FT Championship

By Clay Light

COEUR D'ALENE, ID, JULY 26

Ron Yamamoto topped three classes at Huetters Flat Track Championship in beautiful Coueur d'Alene. Yamamoto motored away with the 20-lap championship race as well as demolishing the Open and 500cc Expert classes on his self-sponsored Hondas. Troy Hedge followed in Yamamoto's footsteps by continuing a win streak of his own, taking top honors in the 80cc and 125cc A mains on his Yamahas.

Hedge won a hard-fought victory from Billy Lenz in the 80cc class after a battle that took place the entire race with rival Lenz. A hoarde of Amateurs joined in but couldn't keep up with their Expert comrades and were led to the flag by "A" portion winner Lonnie Kopp. Hedge came right back to hop on his 125cc water pumper and devistate the 125 A main, while Lenz again loomed behind. Chris Guertner and Tom Hanson also challenged Lenz briefly but fell off the pace allowing the duo to pull away with Hedge nabbing the win over Lenz, who again ran runner-up to the diminutive Hedge.

Lenz landed the holeshot in the 250cc A main. Past the tower, it was Lenz in command followed by Bultaco-mounted Joey Kopp, Scott Coyne (Yam) and Hedge (Yam). Hedge watched from the distance as rival Lenz walked away with the main to snuff Hedge's chances at a triple win. Kopp rode in second battling with Coyne, who couldn't find a way around Kopp and was denied second, making the final finish order of Lenz, Kopp, Coyne and Hedge at the checkers.

AMA Junior Tony Cruickshank (Hon) toped the 250cc Experts' heat race but was upended in the main by the man that has controlled the class all season — Rusty Yamamoto (Yam). Mike Hayman (Yam) and Cruickshank led the final around the long ⅜-mile track and swapped positions in their quest for first-place payoff. Yamamoto and Hayman hooked their Yamahas into the 1-2 places, while Cruickshank and Novices Rodney Ginn (Hon) and Tracy Collins (Yam) were in hot pursuit. Yamamoto held off the advances of Hayman and last year's Huetter Champion Cruickshank to nab the overall and the 250cc laurels.

Ron Yamamoto controlled the Open Expert race after getting by Cruickshank, aboard the Dick's Suzuki of Spokane RM500 and took his first win of the night over Cruickshank and the pride of the panhandle — John "Mag Dog" Mattocks (Hon), winner of last week's Castle Rock TT Regional in the Junior main. Mattocks rode superbly in one of his few appearances at Huetter to snag a third ahead of Honda-mounted Jeff Seldon and Rusty Yamamoto (Mai).

Results

OPEN EX: 1. Ron Yamamoto; 2. Tony Cruickshank; 3. John Mattocks; 4. Jeff Seldon; 5. Rusty Yamamoto.
CHAMPIONSHIP: 1. Ron Yamamoto; 2. Tony Cruickshank; 3. John Mattocks.
500 EX: 1. Ron Yamamoto; 2. Tony Cruickshank; 3. Jeff Seldon.
250 EX: 1. Rusty Yamamoto; 2. Mike Hayman; 3. Tony Cruickshank; 4. Rod Ginn; 5. Tracy Collins.
OPEN A: 1. Fran Gillhoover; 2. Billy Lenz; 3. Scott Coyne.
500 A: 1. Todd Sommers; 2. Jackie Smith; 3. Joey Kopp.
250 A: 1. Billy Lenz; 2. Joey Kopp; 3. Scott Coyne.
125 A: 1. Troy Hedge; 2. Billy Lenz; 3. Chris Guertner.
80 EX: 1. Troy Hedge; 2. Billy Lenz.
80 A: 1. Lonnie Kopp; 2. Troy Lobdell.
60 A: 1. Jimmy Hanson; 2. Phillip Michelson; 3. Cory Hanson; 4. Jimmy Hamby.
50 A: 1. Jimmy Hamby.

Forkner dishes-out larger Hepler win

By Brad & Sharon Jones

HEPLER, KS, JULY 22

Steve Forkner, aboard his Nevada Cycles Suzuki, had no trouble with his competition in the 125cc Intermediate class. Forkner took both starts, putting several seconds on the pack in just a few turns. He took both motos way out in front. Terry McHenry, who took his Kawasaki to a second place finish, looked fast and stylish in moto one. In the second round, McHenry had trouble on the start and only managed a fourth. Jerrett Groff, who finished third in the first moto, had an excellent start in round two and finished second, behind Forkner.

Roger Bellamy, one of the area's top 250cc Intermediate riders, took his class win without much trouble from second place Matt Murray. While Bellamy won start to finish in moto one, Murray got the holeshot in moto two. Bellamy got by Murray on the second lap and never looked back.

The Beginner class had trouble with some of the rocker sections, with the exception of winner, Brian Talley. William Vandiver, who ran second all day, could not get the rhythm down to get over the last rockers. Finally, near the end of moto two, Vandiver cleared the section, but Talley was too far gone for him to catch. ●

Results

PEE WEE: 1. Montee Hamsher; 2. Rusty Williams.
MINI MINI: 1. Mike Hamsher; 2. Jimmy Deason.
80 BEG: 1. Mike Hamsher; 2. John Walker.
BEG: 1. Brian Talley; 2. William Vandiver; 3. Jody Dell'Atonia.
125 NOV: 1. Craig Storck; 2. Mark Ping; 3. Mike McCaffree.
125 INT: 1. Steve Forkner; 2. Jarrett Groff; 3. Terry McHenry.
250 NOV: 1. Paul Merrifield; 2. Tracy Latham.
250 INT: 1. Roger Bellamy; 2. Matt Murray.
250 EX: 1. Brad Jones; 2. Brian McGough; 3. Joe Dyer.

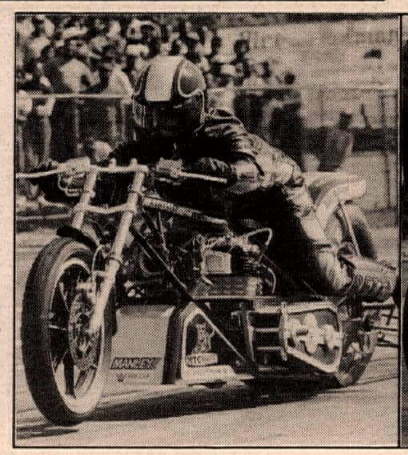
WEB-CAM Winners!

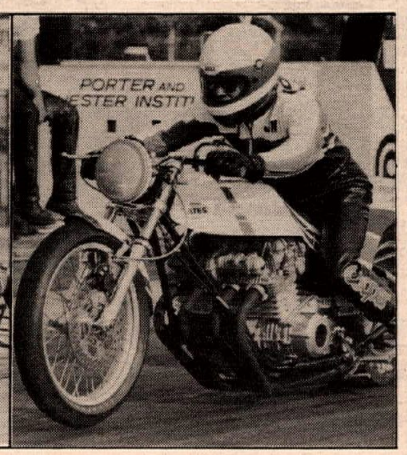
EUROPEAN & UNITED STATES RECORDS

Elmer Trett, the professional, and Jim Cooper, the sportsman, have been winning and setting records using WEB-CAM PERFORMANCE CAMSHAFTS! Elmer went to England and broke four things...the European and English Top Fuel E.T. and MPH records at 7.24 and 196.00 MPH! Stateside, Jim Cooper continues to dominate Competition Eliminator and improve his own AA/Altered records at 8.57 E.T. and 155.44 MPH! It's your turn to win! See your WEB-CAM dealer or call us direct for the winning combination of camshafts and valve train components.

AVAILABLE FROM: EAST—FAST BY GAST (716) 773-1536
WEST—A.P.E. (818) 842-4952
SOUTH—TRETT'S SPEED & CUSTOM (404) 754-3393

WEB-CAM
PERFORMANCE CAMSHAFTS
1663 Superior Ave. Dept. CN
Costa Mesa, CA 92627 (714) 631-1770


ELMER TRETT


JIM COOPER

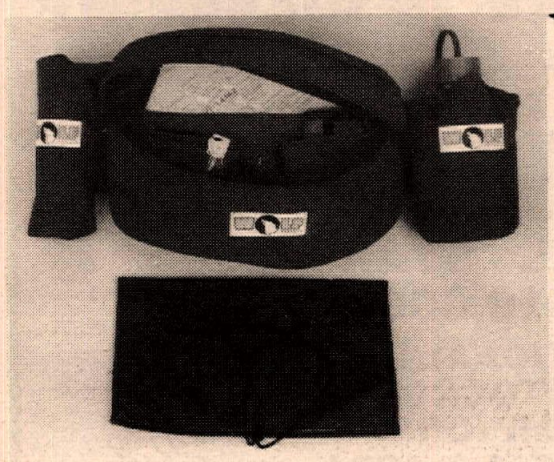
Tell them you saw it in
CYCLE NEWS

COPIES DON'T WORK AS WELL AS THE ORIGINALS!

NEO SYNTHETIC OIL

JASON COOLBAUGH
WINS 1st PL. OVERALL
AT ASCOT MX
WITH NEO - T-2

2865 Gundry Avenue
Long Beach, CA 90806
(213) 595-7208
SEND FOR FREE BROCHURE
—DEALER INQUIRES INVITED—



ALL OTHER FANNY PACKS JUST BECAME OBSOLETE...

WITH THE REVOLUTIONARY NEW
WOLF-PAK

The most versatile fanny pack ever made. Features closable inside pockets for wallet, keys, etc., a pocket for maps and goggle lenses, and a removable tool pouch. Unbelievably comfortable, the Wolf-Pak will not flop or droop. Double stitched, heavy Cordura Nylon, available for **$34.95**. One quart Wolf Canteen with fully insulated cover, fastens to Wolf Pak or Pak Belt, (not shown), with military style metal clips, **$12.95**. Wolf Bottle Pouch carries either 6-oz. pressurized flat-fix, or 12-oz. two-stroke oil bottles, clips easily and securely to belts, **$4.95**. Wolf Pak Belt of heavy 2-inch Nylon with Fastex buckle plus two catch buckles, adjusts from 24 to 48-inches, holds Wolf Pak accessories in any combination, **$8.00**. All items available in red, blue or camouflage.

ORDER BY PHONE
714/781-4794
24 HOUR SERVICE

No C.O.D.s We accept Visa Or Mastercharge

WOLF PRODUCTS
3243 Arlington Ave., Suite 203, Riverside, CA 92506

motoplat
THE WINNING IGNITIONS
Now available for
KX 60-80 & YZ 80
HI-POINT RACING PRODUCTS
3709 W. Erie Ave., Lorain, OH
2650H Mercantile Dr., Rancho Cordova, CA

CARLISLE SPEEDWAY TIRES
NEW 100mm WIDE TREAD PATTERN
350x19 RA-S1 — Plain Block Tread
350x19 RA-S2 — Block Tread with Sipes
Your Local Dealer Can Order Thru:
MILNE DISTRIBUTING
P.O. Box 517
Azusa, CA 91702
California (800) 352-8978
Nationwide (800) 423-8946

S1 S2

CANADIAN NEEDLES FOR KAWASAKI GPZs
Available now from Champion Moriwaki USA. These carburetor needles allow you to tune your GPZ to maximum horsepower output.
Champion Moriwaki USA
1980 Harbor Blvd.
Costa Mesa, CA 92627
(714) 642-2040

Joe Jones DISTRIBUTING
UNI
Dealers Only: (619) 471-0313

MOTORCYCLE TIRE AND WHEEL CENTER
WHEEL WORKS
12787 Nutwood
Garden Grove, CA 92640
(714) 530-6681

Silkolene LUBRICANTS

answer usa

GÆRNE MOTORCYCLE BOOTS

Presents the

SATURDAY SERIES

$2000

125cc & 250cc Pro

FREE AUG. 18 Silkolene LUBRICANTS To Each Entry, A $5.95 Value

30 Min. Moto For Pro

ALL NEW TRACK

Aug. 18 & 25 Sept. 8 & 15

INDIAN DUNES

Hitorque publications inc.

MOTOCROSS ACTION magazine

500 PRO 100% payback

125cc & 250cc Pro

Pro Purse $2,000.00
1st — $375.00
2nd — $275.00
3rd — $175.00
4th — $100.00
5th — $50.00
6th — $25.00

Sign up — 7:00 AM
Prac. — 8:00 AM
Race — 9:30 AM

ENTRY
Sportsman $10.00
Pro $25.00

All association cards accepted

Gate opens 7:00 am
Spectators $1.00
Juniors $.50
Under 6 yrs. FREE

BEGINNERS RACE: Entry $10.00
Beginners Race. To promote MX. All ages competing who have never raced before or never won a trophy. Membership is not required for Beginners Race. Riders must have helmet and mouthguard.

INFO: (805) 257-4700

INDIAN DUNES

A Subscription is a boredom prescription

"The Championship of Champions"

Expert Pro-Am ★ ALL - STAR $10,000 ★ Amateur Youth

AMATEUR NATIONAL INVITATIONAL MOTOCROSS CHAMPIONSHIP

SEPT. 1-3, 1984

Clarksville, TN

LIMITED ENTRIES

NO QUALIFYING MOTOS

For Information & Application

Call: 615/647-8980 or 502/522-6389

A B & J MX PRODUCTION

Write: B & J MX - ANIC, Route 15, Terminal Rd., Clarksville, TN 37040

Ascot

18300 VERMONT AVE., GARDENA

CMC MOTOCROSS

LONGEST RUNNING NIGHT SERIES

EVERY WED. 7:30 pm

ALL REGULAR CLASSES PLUS ATV'S

PRO PAYBACK 130%

SPORTSMAN 33% TROPHIES

(714) 261-6116

TOYOTA OFFICIAL CAR OF ASCOT PARK

ADRA

THE ARIZONA DESERT RACING ASSOCIATION

9th Annual

SNOWFLAKE/HEBER 100

September 2nd, 1984
Heber, AZ
150 Miles N.E. of

Phoenix, AZ

All Motorcycle Classes Plus ATVs

INFO: (602) 252-1900

A.M.E Budweiser

AUG. 12-~~14~~
INDIAN DUNES

AUG. ~~19~~
L.A. CO. RACEWAY
(818) 881-5778
P.O. Box 1421, Reseda, CA 91335

SRA Schedule

Aug 19 — INDIAN DUNES
Sept 30 — CARLSBAD

(714) 828-1358

calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 Grand National Camel Pro Series

8/12	TT/Peoria, IL
8/19-20	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

Insport/Wrangler Supercross Series

9/22	Sacramento, CA
10/20	Oakland, CA
11/3	Los Angeles, CA

AMA/Bel-Ray Motocross Series

8/12	Denver, CO
8/19	Washougal, WA

AMA Superbike Championship Series

8/11-12*	Portland, OR
8/18-19	Sonoma, CA
9/1-2	Brainerd, MN
9/8-9	Kent, WA
9/15-16*	Rosamond, CA
9/29-30	Lexington, OH
11/3-4*	Daytona Beach, FL

*Pro-Am event

AMA U.S. Championship Cup Endurance Series

9/1	Faulkville, GA
10/6	Summit Point, WV
11/3	Daytona Beach, FL

WERA National Endurance Road Race Series

9/22	Summit Point, WV
10/6	College Station, TX
10/13	Elkhart Lake, WI
11/10	Braselton, GA

World Championship Endurance Road Race Series

[illegible]-19	Belgium
[illegible]	Germany
9/16	Italy
9/22-23	France

World Championship Road Race Series

250 & 500cc

8/11-12	Sweden
9/2	San Marino

World Championship MX Series

125cc

8/12	Luxemburg

250cc

8/19	Finland

500cc

8/5	Belgium
8/26	Italy

Sidecar

8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trials Series

9/2	Finland
9/9	Sweden

AMA National Enduro Championship Series

8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

9/16	Millville, MN
10/14	Midland, MI

AMA Western Region Dirt Track Championship Series

Scrambles

8/19	Porterville, CA

Short Track

8/18	Porterville, CA

Half Mile

8/17	Porterville, CA

AMA Amateur Motocross National Finals

8/15-18	Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

8/25-26	Washington
9/1	Oregon
9/3	Washington

AMA Dragbike National Championship Series

8/19	Reading, PA
9/1-2	TBA
9/8-9	Byron IL
9/22-23	TBA
9/29-30	St. Louis, I
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesville, FL

NMRA/NHRA 1984 Drag Race Schedule

8/11-12*	Washington, DC
8/18-19**	Brainerd, MN
8/25-26	Columbus, OH
9/1-3******	Indianapolis, IN
9/22-23	Las Vegas, NV
10/6-7	Atco, NJ
10/13-14**	Pomona, CA

*Dates are Tentative
**Pro Stock only
****Top Fuel only
*****Funny Bike only
******Top Fuel and Funny Bike only

NMA Grand National Championship

8/6-12	Ponca City, OK

CMC Four-Stroke Nationals

9/2	Orange, CA
12/2	Carlsbad, CA

SCORE Off-Road Series

9/14-16	Off Road Championship Riverside, CA
11/1-4	Baja 1000

Other Major Events Abroad

8/18	Team Speedway World Championship, Leszno, Poland
8/19	Formula One TT Dundrod, Ireland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe des Nations Dalencin, Czechoslovakia
9/9	Motocross des Nations Ruskeasanta, Finland
9/16	Trophee des Nations Varberg, Sweden
9/16	Trial des Nations Myslenice, Poland
10/1-6	ISDE Assen, Holland

EVERY WEEK

Tuesday

SPEEDWAY RACING
Stanislaus County Fairgrounds, Turlock, CA. Hwy 99 to Fulkerth off-ramp. ⅛ mi oval, 1st class seating. Gates open 6pm, race 7:30. Entry: rider/-mech. $7, spectators $5, kids 7-12 $2. Free parking. Fast Track Promotions, Inc. Info: 209/784-2674.

CALIFORNIA SPEEDWAY
Ventura Raceway, located at the Ventura County Fairgrounds. North on 101, off on California St., follow signs to fairgrounds. Gates open 6 pm, first race 8. Admission $6, children $2. Parking and programs $1 each. Info: 805/985-5433.

Wednesday

CALIFORNIA

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry $12, CMC license req. (may purchase at track). Spectators $5.50, Jrs. $3.50, kids $1. Info 714/261-6116.

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd exit. Use south entrance. All classes. ships. Gates open 5pm, races 7. Info: 415/651-2545.

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, $1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry $7 per rider and mechanic. Admission $5.50 per person, 6-12 $2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutherford).

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1¼ mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huevter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

BAYLANDS SPEEDWAY
Baylands Raceway Park, Fremont, CA. Hwy 17 at Durham Rd. 1/7 mi. oval. Speedway racing. Gates open 5 p.m., races 7:30. Good food, free parking, close seats. AMA sanctioned. Admission: riders $7, mechanics $7, spec $6, kids $3. Info 415/651-2545.

Friday

CALIFORNIA

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from L.A./Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 p.m., prac 6, race 7. Entry: $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. New night and track. Entry $15, $20 Pros. Adm $15. Info Tom Anderson 415/671-2859 or 634-3328.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Hwy 50 to Bradshaw Rd. South to Jackson Hwy. then East to Excelsior Rd. All classes, 30% trophy, 100% Pro pb. Gate 5pm, prac 6, race 7:30. Gate $5, all entries $5. Info: 916/363-2653.

COSTA MESA SPEEDWAY
Costa Mesa, CA. Orange County Fairgrounds, South end of Newport (55) Frwy. Gates open 6:30 p.m., first race at 8. Info 714/492-9933.

CMC/ZAP NIGHT MOTOCROSS
P.A.L. Racetrack, Santa Clara, CA.. Hwy 237 and Great America Parkway. All classes includ. 3-wheelers. 33% trophies, 120% Pro pb. Gate opens 5 pm, prac 7, race 7:45. New track and lighting. Entry $12. Info ZAP MX 415/340-8202.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

TEXAS MOTOCROSS
Ross Downs Motocross, Colleyville, TX. Between Dallas and Ft. Worth on Hwy 26. From Dallas take 635 to D-FW Airport Hwy 114, west to Hwy 26 -turn left 3 miles to Colleyville. All classes. Trophies thru 5th place. $400 comb. Ex. purse. Gates open 5:30 pm, prac 6:30, race 8. Entry $10 all riders. Admission $6 adults, $4 (6-12), under 6 free. Info 817/481-2804 (Terry D. Cordray).

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

AMA SPEEDWAY RACING
Napa Town & Country Fairgrounds, 5757 Third St, Napa, CA. Hwy 29 to Soscol Ave to Silverado trail, free parking. Purse: $1225 or 30% of gate. Gates open 6:30pm, racing 7:30. Mother Goose Racing Ent. Info: 707/252-8772 Dennis Robinson.

CALIFORNIA SHORT TRACK
Cycleland Speedway, 14 mi S. of Chico, CA at Hwy 99E and Nelson Rd. Classes: 80cc, 125 two-str/200 four-str, 250, 500cc. 20% troph, 80% semi-Pro pb. Gate opens 6pm, prac 7, race 8. Entry: spect $4, riders $9. Exp $14. No motorcycles in July, only dirt karts. Info: Lowell Moural 916/342-0063.

TEXAS

MIKE KIDD'S SHORT TRACK/TT
Mike Kidd's Hillside Raceway, Boyd, TX. Take FM 730 south 3 miles from Boyd, TX to FM2048 west. Follow signs. (25 miles NW of downtown Ft. Worth.) All classes — 50cc to Open, with troph. and cash. Amateur entries $10/first class, $7/second class. Pros $12 with 100% payback. Gate open 5 p.m., prac. 7, race 8. Info 817/433-5559 or 433-5587.

TEXAS NIGHT MOTOCROSS
Corpus Christi, TX, 124 Flato Rd. Take Padre Island Dr off IH 37, left on Bear Ln. All classes, concessions. Auto circle track, mud drags, and motocross all at one time. Gate opens 6 pm, prac 7, race 8. Entry: $5 gate, $10 Am, $15 Ex. Speedway Park. Info: Robert Dickinson 512/289-2862.

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd. 1¼ mi. north on right Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn trop., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

MOTORCYCLE WORLD
On KEZY AM 1190. Motorcycle World with Larry Huffman. Guests such as racers and personalities from the motorcycle industry, the latest race results from around the world. From 9 to 10 pm. Info Jane Boisvert 714/545-3441.

TEXAS

TEXAS DIRT TRACK RACES
AMA Half Mile dirt track races. Races are held at various race tracks in Texas all of 1984 season. Pro-Am $500 to win the 500-750cc main. Call Bob Bagwell for info at 817/488-9133.

August 8

NMA PONCA CITY
Ponca City, OK daily schedule. Park gates open 6:30 am, racing begins 8 am. Race events listed per line-up board. Info: Ron 405/762-3635.

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 pm, prac 6-7, race 7:30. Special XR80 race, no age limit, must be standard size bike. Normal entry $12, CMC license reqd (may purchase at track). Watch $5.50, Jrs $3.50, kids $1. Info 714/261-6116.

August 9

NMA PONCA CITY
Ponca City, OK daily schedule. Park gates open 6:30 am, racing begins 8 am. Race events listed per line-up board. Info: Ron 405/762-3635.

August 10

AME CALIFORNIA SUPERCROSS
Mesa Marin Speedway, Bakersfield, CA. Go into Bakersfield on Hwy 99. Take Hwy 178 east 3 miles to track on right. All classes, split program. $2000 purse, 30% trophy. Gates open 4 pm, Sptsmn race 6;30, Int & Pros race at 8. Entry: $20 Pro, $12 Sptsmn, includes gate. Admission $5 and $2 pit pass. Memb req'd $20. Professional program, time schedule is firm. Star Inc. Info: 805/324-6041.

NMA PONCA CITY
Ponca City, OK daily schedule. Park gates open 6:30 am, racing begins 8, race events listed per line-up board. Info: Ron 405/762-3635.

MOTORCYCLE SWAP MEET
Orange County Fairgrounds, end of Newport (55) freeway. 1000s of parts, accs and bikes. Area for use: 10x10 space $20, 10x15 and prime space $30. Bikes for sale, $10 each. Move in 1-4 pm. Show open to public 6-10 pm. Info: 714/495-4545 (24 hrs) or 495-0515.

August 11

NMA PONCA CITY
Ponca City, OK daily schedule. Park gates open 6:30 am, racing begins 8 am. Race events listed per line-up board. C-ship run-offs posted after races. Info: Ron 405/762-3635.

NIGHT POKER RUN
Plaster City, CA. West pit area, near El Centro, CA. Family event, all vehicles. 30% prizes, free beer and drinks. Headlights and helmets req'd, also flashlights. Resuce 898 on hand. Post sign-up 6 pm, run starts 9. Entry: $10/person. Family rate: $25 for 3 immediate family memebers, $5/member after. Post entry add $2 per person. Info: 619/275-1823 SD, or 462-4117 SD, or 747/2509 ESC.

CALIFORNIA SHORT TRACK
Bakersfield, CA. Sprocketts Park. 5 miles north of Mt. Vernon from Hwy 58. Foot of bluffs. All Amateur classes, incl. Vets. 100% Pro pb (250, 500, 750cc). 4th race of 10 biweekly State C'ship series. Class C traction. Gates open 4 pm, prac 6, race 8. Entry: $5 watch, $7 race. Bakersfield Races Assn. Info: Bob Van Meter 805/323-7877.

CALIFORNIA SHORT TRACK
Hills Ferry Speedway, Hills Ferry Rd and River Rd, Newman, CA. 20 miles south of Modesto. Take I-5 to Newman exit, to Hills Ferry Rd, then left to River Rd. All classes, incl. Mini, Semi-Pro. 75% Semi-Pro pb. Gates open 4 pm, prac 6, race 8. Admission $4. Entry $12. Info: Lionel 408/463-0548, or 209/862-3453.

CMC CALIFORNIA MX
Little Okie, Madrea, CA. Take Hwy 99 north to Ave 12 east to Rd. 29. Take Rd 29 to Ave 13½ east to Rd 29¼ north. At end of road. All classes, includ. 3-wheel. 30% troph, 100% Pro pb. Gates open 5 pm, prac 6, races 7. $5 gate fee. Entry $15 Jr and Int, $20 Pro. Sponsored by Petty Products. Info Pat Pipes 209/673-8080.

WASHINGTON SHORT TRACK
15 miles SE of Olympia, WA off Hwy 507 at Rainier, WA. Full youth and Ama program. 50cc to Open, A & B classes. 33% trophy. No rain--no knobs. Silencers reqd. Pays AMA D-27 pts. Race rain or shine. Gates open 6 pm, prac 7:15, race 8. Entry $5/class. Rainier Sptsmn Club M.C. Info Mike or Marilyn Waggoner 206/264-4619.

BENEFIT SHORT TRACK
Hills Ferry Raceway, Newman, CA. Take I-5 to Newman turn-off (approx 35 mi S of Altamont). Go east to Hills Ferry Rd, left to track. Gates open 4 pm, prac 6, race 8. 4-foot troph for each class winner. 75% Semi-Pro pb, double black plate pts. To benefit West Side Community Hospital. Admission $4. Info: 209/578-3108, 862-3453, or 862-2951.

TEXAS SUPERCROSS
I-20 at Hwy 271 — Tyler, TX. Take exit 571 B left over I-20, take first right — 1¼ miles to track. All classes, Nov, Int, Ex. Troph to 5th, $1005 purse, with 15 riders. Sign-in 4 pm, prac 5, race 6. Gate fee $5, Entry: Ex $20, others $10. Info: Bill Law 214/882-4215.

August 11-12

AMA DUAL EURO SCRAMBLES
Anderson Dry Lake, limed from Lucerne Valley, CA. All desert classes. Beginners/1st timers welcome. All races 1 hour. First race 7 am. Entry $14 per race. Info Ron Paproske 714/637-4468, Mike Regan 619/446-3460, or Bob 619/244-1696.

August 12

CALIFORNIA OBSERVED TRIALS
Spillway Park, Santa Maria, CA. Hwy 101 to North Broadway exit. All classes includ. bicycle and trail bike. Three trophies per class, 1 banzai trophy. Sign-up 7:30 to 9:30, riders meet 9:30, start 10. Entry $5 gate fee, $10 entry, with $1 to checkers' fund. Helmets reqd. Info 805/735-4503.

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes includ. 3-wheel/Ody. 30% trophies, $15 pb to Pros. Gates open 7 am, prac 8, race 9. Entry $13 Am, $20 Pros. Memb. reqd., $20. Info 818/881-5778.

OREGON DIRT TRACK
Willamette Speedway, Airport Dr, Lebanon OR. $500 purse, plus 90% pb (with full field). Gates open 11 am, prac 12:30. Racing 1:30. Entry $10, $15 Pro, $4 pit pass. Info 503/258-8529 or 258-8503.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Bewg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison, TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15

IRC IRC IRC
PRESENTS THE
6th ANNUAL TRI RACE SERIES
$9500
CRC
AT SADDLEBACK PARK THIS WEEK
SADDLEBACK PARK
AUGUST 12
M/C TIRE WORKS DAY
*$1500 PRO PURSE
**$1000 GIFT CERTIFICATES
TO THE SPORTSMAN
M/C Tire Works, Inc.
TWO LOCATIONS TO SERVE YOU
9025 Sepulveda Blvd.
Sepulveda, CA 91343
(213) 893-7806
26023 S. Western
Lomita, CA 90717
(213) 539-4150
CASH! GIFT CERTIFICATES! PRIZES & TROPHIES!
IRC
Van Nuys Cycle
7630 Van Nuys Blvd.
Van Nuys, California
(213) 989-2230
Yamaha of Cucamonga
9760 Foothill Blvd.
Cucamonga, California
(714) 987-2411
PJ1 RACING OIL TO BE GIVEN OUT AT ALL EVENTS!
3 FT. SUPER TROPHIES TO TOP SERIES WINNERS!
★ IRC PRO CONTINGENCY $ (MUST HAVE IRC TIRE) ★
1 TIRE $50 $30 $20 2 TIRES $100 $60 $40
*$1500 15 riders required to make class. Less than 15 pay back will be 100% of mail entry.
**$1000 5 riders required to make a class
MAIL POST
SPORTSMAN $12.00 $15.00
PRO $20.00 $25.00
CRC ● 24518 Island Avenue ● Carson, California 90745 ● (213) 830-7519

Spinners AIRPORT RACEWAY PORTERVILLE, CALIF.
AMA SANCTIONED
Motorcycle FLAT TRACK
Amateur
Western Regional National Championship
FRIDAY - AUGUST 17 - ½ MILE
SATURDAY - AUGUST 18 - ¼ MILE SHORT TRACK
SUNDAY - AUGUST 19 - TT
GATES OPEN AT 2:00 p.m. SIGN-IN & TECH INSPECTION AT 3:00 p.m.
PRACTICE 5:00 TO 6:00 p.m. HEAT RACES AT 7:00 p.m.
HEAT RACES 4 LAPS SEMI-MAIN 6 LAPS MAIN EVENT 8 LAPS
GATE FEE $5.00 RIDER FEE $25.00
COME RACE WITH US!!!
FOR MORE INFO CALL DEREK LAND (209) 781-6341
ACRES OF FREE PARKING
Overnight Camping Available
Full Concession Stand

ANOTHER CRC FIRST
OUTLAW BANK 1ST NATIONAL GRAN PRIX CRC 1984
ANOTHER CRC FIRST
OUTLAW GRAN PRIX
AUGUST 19, 1984
PERRIS RACEWAY
PERRIS, CA
EACH CLASS RACE 45 MINUTES
20% TROPHIES ● SUPERB FINISHER PINS
CASH TO PROS & EXP.
No post entry penalty for 2nd class entered
MAIL ENTRY $16 POST ENTRY $20
O'NEAL U.S.A.
Entries OPEN NOW! In large classes the start position will be determined by postmark.
CRC MEMBERSHIP REQUIRED For info call (213) 830-7519
Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE) to: CALIFORNIA RACING CLUB, 24418 Island, Carson, CA 90745

CORONA RACEWAY R.A.C.E. Schedule

Fri.	Aug. 10	Motocross
Sun.	Aug. 12	FT, ¼, ½ 7 p.m.
Thurs.	Aug. 16	Ody, 3 Whlrs
Fri.	Aug. 17	Motocross
Fri.	Aug. 24	Motocross

Race With The Best
CMC
For Sanctioning and Membership Info: (714) 261-6116

GENUINE YAMAHA PARTS

YAMAHA PARTS WAREHOUSE

Yamaha of Downers Grove features a huge inventory of genuine Yamaha parts, as well as a complete stock of aftermarket accessories. We've got it all in stock, ready to ship to you. We offer the lowest prices and the fastest service! Order direct and save!

PISTON KITS ● RINGS
GENUINE YAMAHA PISTON KITS
Consists of piston, rings, wrist pin & circlips
YZ80 ..... $22.50-$32.50
YZ100 ..... $22.50-$25.95
YZ125 ..... $23.50-$39.50
YZ250 ..... $37.90-$56.30
YZ400/465/490 ..... $42.70-$55.50
Please indicate year and model, plus bore size: Std-1st-2nd-3rd-4th.

GENUINE YAMAHA RINGS
YZ80 ..... $4.85-$12.50
YZ100 ..... $4.95
YZ125 ..... $5.30-$14.80
YZ250 ..... $9.90-$14.80
YZ400/465/490 ..... $14.80-$15.70
Please indicate year and model, plus bore size: Std-1st-2nd-3rd-4th.

CRANK KITS
CRANK REBUILD KITS
Genuine Yamaha parts - consists of connecting rod, upper and lower rod bearings, crank pin and two thrust washers.
YZ80 ..... $33.80-$45.95
YZ100 ..... $34.80-$40.95
YZ125 ..... $34.80-$40.95
YZ250 ..... $39.80-$44.90
YZ400/465/490 ..... $42.80

CRANK MAIN BEARING AND SEAL KIT
Genuine Yamaha parts - Consists of two main bearings and two crank seals.
YZ80 ..... $12.70-$21.30
YZ100 ..... $17.50
YZ125 ..... $17.50-$19.40
YZ250 ..... $22.50-$31.00
YZ400/465-490 ..... $22.50

CLUTCH PLATES
Genuine Yamaha plates
FIBER PLATES
YZ80 ..... $4.00-$4.40EA.
YZ100/125 ..... $4.40EA.
YZ250 thru 490 ..... $6.20-$7.10EA

STEEL DRIVEN PLATES
Replace your stock aluminum driven plates with genuine Yamaha optional steel plates.
Most YZ's ..... $2.20-$8.90EA.

CLUTCH SPRINGS
Replace your worn springs with a new set of genuine Yamaha springs.
YZ's ..... $4.00-$6.00 per set

SHIFT LEVERS
Genuine Yamaha Parts
YZ80 ..... $6.00-$11.90
YZ100 ..... $7.10-$14.80
YZ125 ..... $6.40-$19.80
YZ250/400/465/490 ... $8.80-$23.90

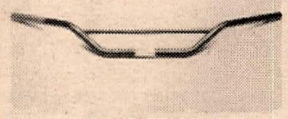
FORK SEALS
GENUINE YAMAHA FORK SEALS
YZ80 ..... $5.30-$7.20/PR.
YZ100 ..... $5.30-$9.20/PR.
YZ125 ..... $6.80-$9.20/PR.
YZ250 thru 490 ..... $6.80-$9.20/PR.

BRAKE SHOES
GENUINE YAMAHA SHOES
Front
YZ80 ..... $12.80-$13.80/PR.
YZ100 ..... $13.40/PR.
YZ125 ..... $9.90/PR.
YZ250 thru 490 .... $9.90-$12.00/PR.
Rear
YZ80 ..... $8.20-$13.90/PR.
YZ100 ..... $11.90/PR.
YZ125 ..... $11.90-$15.90/PR.
YZ250 ..... $12.40-$22.90/PR.
YZ400/465/490 .. $15.90-$22.90/PR.

SPROCKETS ● CHAIN
Genuine Yamaha sprockets - Made of top-grade steel or hardened aluminum alloy.
COUNTERSHAFT SPROCKETS
YZ80 ..... $4.90-$7.80
YZ100/125 ..... $6.20
YZ250 thru 490 ..... $8.30-$10.90

REAR SPROCKETS
YZ80 ..... $14.10-$36.95
YZ100/125/250 ..... $18.50-$36.95
YZ400/465/490 ..... $36.95
CHAIN
YZ80 ..... $14.95-$30.95
YZ100 ..... $24.95-$36.95
YZ125 thru 490 ..... $24.95-$36.95
428 and 520 stocked in all lengths.

FENDERS
Genuine Yamaha fenders.
Perfect fit-no drilling holes, bolts right on.
FRONT
YZ80 All Years $15.95
YZ100 All Years $18.50
YZ125 ..... $16.95-$18.95
YZ250 thru 490 ..... $16.95-$19.40
REAR
YZ80 ..... $12.95-$14.95
YZ100/125/250 ..... $12.95
YZ400/465/490 ..... $12.95-$23.50



HANDLEBARS
YZ80 ..... $19.95
YZ100 thru 490 ..... $19.95
Same as above except 4130 chromoly $27.95

Ask for Mail-Order Dept. when you call.
$10 min. order charge, prices do not reflect freight.
Full warehouse of street bike, I.T., and Tri-moto parts in stock!

● FREE PAIR OF SWINGARM STICKERS WITH EACH PURCHASE.
● WE HAVE TWO FACTORY-SUPPORTED MOTOCROSSERS ON OUR STAFF.
● IF YOU DON'T SEE SOMETHING LISTED . . . CALL!

WE STOCK EVERYTHING!

YAMAHA DOWNERS GROVE
TO ORDER CALL (312) 971-2677
We Ship UPS-COD or use VISA, MasterCard or American Express. 330 Ogden Avenue, Downers Grove, Illinois 60515

Boyesen Racing Reeds finished first!

Event	Winner
Foxboro, MA	Team
Supercross	Honda

Patented dual-stage Boyesen Racing Reeds are inside the winner's engine. And that's a fact. Buy Boyesen by name.

Boyesen RACING REEDS
We put power into play

Boyesen Engineering
R.D. #1, Box 826, Lenhartsville, PA 19534
215/756-6818

NOT JUST ANOTHER STROKE.

GENUINE YAMAHA

Hand Washable Stay Soft
Yellowstone Buckskin GLOVES
• Riding • Racing • Street GLOVES
Dealer Inquiries Invited
Othman Distributing Co.
Box 356, San Luis Obispo, CA 93406 (805) 544-6181

AFM **Road Race Schedule**
Aug. 11/12 — Willow Springs
Aug. 26 — Sears Point
Sept. 23 — Sears Point
13423 Stanstead
Norwalk, CA 90650 (213) 864-0704

rider min/class Ex. Concesions, camping. Gate 7 a.m., prac 8:15, Nov. race 9, Int/Ex. race noon. Entry $5 at gate, $10 for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to [illegible] y fire station, left on rd. [illegible] station. All classes. 30[illegible] to Sptsmn, cash p[illegible] us. 2 motos. Gate 7 a.m. [illegible] prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

TENTATIVE — CALL FOR DETAILS

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC CALIFORNIA MX
Laguna Seca Recreation Area, between Salinas and Monterrey, CA on Hwy 68. Classes: Mini, 125, 250, Open, OT, Vet. All new track with/-sprinkler system. O/N camping available. Gates open 7 am, prac 8:30, race 10. Admission $4, kids $2. Entry $15 plus $5 gate fee. Monterey Bay Rams. Info Bob Rosa 408/394-8225.

CRC TRI-RACE SERIES
Saddleback Park, Orange, CA. All classes, $1500 Pro purse ([illegible] er min.), $1000 Sptsmn [illegible] gencies. IRC Pro contin[illegible] oil given out. Super [illegible] to top series winners. La[illegible]-round series. Entry: Sptsmn $12 by mail, $15 post; Pro $20 mail, $25 post. Info: 213/830-7519.

TENTATIVE — CALL FOR DETAILS

NMA PONCA CITY
Ponca City, OK daily schedule. Park gates open 6:30 am, racing begins 8. Race events listed per line-up board. C'ship run-offs as listed per line-up board. Awards program after completion of all racing. Info: Ron 405/762-3635.

KANSAS MOTOCROSS
Hepler KS. One mile north of Hepler on Hwy 3. $1500 Expert purse, trophs for others. 1st of 4-race anniversary series. Practice 9:30 am, race 11. Entry: Pro $25, others $10. Gate fee $4. Circle W Recreations. Info: Roger Westoff 316/368-4700.

COLORADO ROAD RACE
Second Creek Raceway, Denver, CO. 88th & Buckley Rd. $1900 cash purse plus Kawasaki contingencies. Classes: Prod, Superbike, GP. C'ship Series Regional. Gate opens 7 am, prac 8, race noon. Entry: $20 first, $10 second & third, $5 fourth. MRA sanctioned. Info: J.S. Day 303/449-9357 eves.

CRC GRINGO FAMILY ENDURO
Rosarito Beach, Mexico. 20% troph and finisher pins. [illegible] ts. D-38 pts. 2 loops, 9 am [illegible] entry: $25 by mail, $29 post. Non-CRC or D-38 members, add $3. Info: 714/689-6114 (days).

CANCELLED

IDAHO MOTOCROSS
Bogus Basin Rd to Cartwright Rd, follow signs to track, Boise, ID. Classes: Mini thru Open; Beg, Int, Ex. Admission: Adult $3, 6-12 $1. Entry: Mini $5, Ex $15, others $10. Owyhee M.C. Info: Don 208/377-0409.

CMC MOTOCROSS
Marysville, CA. Under the "E" Street bridge. Go over levee on Shad Rd, one block W. of Honda of Marysville. All classes, incl. OT, Vet, Mini, 3-wheel. Parts in pits, food, Prac 7:30 am, race 9:30. Entry: $15 Sptsmn, Pro $5, plus $15 to purse. $4 to watch. Info: Charlie Sexton 916/695-2727 or 695-2088.

DOUBLECROSS GRAN PRIX
Peris Raceway, Perris, CA. 91 Frwy to 15 (Elsinore) 20 miles to Hwy 74 —left 8 miles to Ellis, left to track. Troph; 30% Sptsmn, 100% Minis, holeshot prizes, 100% pins. Vets & Srs first race. Parade lap 7:45, race 8:15. Entry: $16 mail, $20 post, $5 extra for non-mem. Info: Rick 714/371-6333.

TEXAS SUPERCROSS
I-20 at Hwy 271, Tyler, TX. Take exit 571 B left over I-20 and first right — 1¼ miles to track. All classes, Nov, Int, Ex. Troph to 5th, $1005 purse, wth 15 riders. Sign-in 8 am, prac 9:30, race 11. Gate fee $5, Entry: Ex $20, thers $10. Info: Bill Law 214/882-4215.

OREGON TT
25 miles north of Portland, OR on Hwy 30 to St. Helens at Columbia County Fairgrounds. Follow signs at first stoplight. Classes: Amateur — 80cc to Open. Semi-Pro — 250cc & Open. Troph, 100% Semi-Pro pb. Class C tires only, all AMA rules apply. Track is ¼-mile oval. Gates open 10:30 am, sign-up 11-1 pm. Entry: Am $5, Semi-Pro $10: Info: Darrell Sexton 503/397-6315, or 397-3909.

August 14

IDAHO SHORT TRACK
Bogus Basin Rd to Cartwright Rd, follow signs to track, Boise, ID. Classes: Mini thru Open; Beg, Int, Ex. Admission: Adult $3, 6-12 $1. Entry: Mini $5, Ex $15, others $10. Owyhee M.C. Info: Rick 208/888-7357 or Lew 342-7439.

August 17

AME CALIFORNIA MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to (west) on Hwy 126. All classes, incl. 3-wheel/Ody. 30% troph, $15 pb to Pros. Gates open 5 pm, prac 7, race 8. Entry: $13 Am, $20 Pros. Mem req'd $20. Info: 818/881-5778.

HUSQVARNA OPEN HOUSE
Crossroads Suzuki, 26062 Bouquet Canyon Rd., Saugus, CA. Meet Team Husky. Smith, Ashcraft, Roseler and Harden will be there from 5-8 pm to answer your questions. Info 305/255-5353.

August 17-19

AMA CALIFORNIA FLAT TRACK
Airport Raceway, Porterville, CA. Gates open 2 pm, sign-in and tech inspection 3, prac 5-6, heat races at 7. Heat races 4 laps, Semi-Main 6 laps, Main event 8 laps. Entry $25 per rider, $5 gate fee. Friday ½ mile, Saturday ¼ mile Short Track, Sunday TT. Free parking, overnight camping available. Info 209/781-6341 (Derek Land).

August 18

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 to Huron and follow signs. All classes, 30% troph, 100% Pro pb. Under new management, nite races. 3rd annual, six-race series, race 5. Gates open 5:30 pm, prac 6:30, race 7:30. Entry: Am $15, Pro $20, gate $4. Info: Allen Severs 209/945-9355.

R.A.T.S. BMW RIDING SCHOOL
Riverside Int'l Raceway, Riverside, CA. Rider Advanced Training School, exclusively for BMW riders. Must have BMW in good cond. for use at school. Must be 18 yrs old and have proper safety equip. School cost is $155, lasts one day, 7:30 am to 5 pm. Lunch will be served at track. Info: Reggie 805/648-2895.

CMC CALIFORNIA MOTOCROSS
Sprocketts Park Raceway, 99 N or S to Bakersfield. 58 east at Mt. Vernon, No on Mt. Vernon 4 mi to top of hill, follow signs to track. All classes, 30% troph to Sptsmn, 125% Pro pb, 50% cash to Vet & OT. Gates open 4:30 pm, prac 5-6, race 6:30. Entry: $15 Sptsmn, $20 Pro. Info: Rick or Laura 805/834-0284.

CRC TRI-RACE SERIES
Indian Dunes Cycle Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, $15 Pro purse (15 riders min.), $1000 Sptsmn contingencies. IRC Pro contin. PJ1 oil given out. Super trophies to top series winners. 2nd of 3-round series. Entry: Sptsmn $12 by mail, $15 post; Pro $20 mail, $25 post. Info: 213/830-7519.

AMA/D-36 CALIFORNIA ST
Lodi Cycle Bowl, 580 E. Morse Rd, Lodi, CA. All classes, incl 3-wheel, and Semi-Pro. Gates open 5 pm, sign-up 6-7, prac 6, race 8. Admission $4. Entry $10, $13 Semi-Pro. Info: Barbara 209/368-7182 or 931-3722.

AMA/D-36 POKER RUN
Oakland, CA. Limed Hwy 17 north and south of High St. 742 45th Ave. Coffee and donuts, door prizes awarded. Sign-in 9am-11. Cut off 3 pm. Entry $4 includes cast metal pins. 25¢ discount with AMA card. Info 415/534-6222, 537-5392, 223-2451.

August 18-19

UTE CUP OBSERVED TRIALS
Gold Camp Road, north of Colorado Springs, CO. Open to all riders, sections are intended for Intermediate/Advanced riders. Prized Thunderbird medals to top 40%. Team competition. No riders' meeting. No camping allowed before Friday afternoon. Observers needed. Entry: $25, plus $6 for each club or Sr team, and $8 for each sponsored team. First rider out 8:01 each day. All entries must be postmarked before Aug. 5. Info: 303/751-1281 or 633-9482.

SUMMER TRAILRIDE
Wilseyville to Silver Lake, CA. A catered ride, approx 175-mile marked course. Street legal bikes not req'd. 95% trails and dirt roads Camp overnite at Silver Lake. We supply and serve all gas, food, refreshments and meals for both days on the trail. $75 covers everything for both days. Specific into mailed upon receipt of entry: Info: Don Ivan 209/754-5204. 18678 Jusus Maria Rd, Moke Hill, CA 95245.

OFF-ROAD BAJA TOUR
Guided Baja adventure from Tecate, Mexico to Mike's Sky Rancho in the pine trees of North central Baja. Tour designed for adventure, fun and safety. Available to off-road motorcyclists and ATV riders. $150 includes all gas, lodging, food, guides, route sheets, chase truck, and insurance. Mail registration only. Adventure Treks. Info: Mark Anderson 714/859-1207.

CALIFORNIA ANTIQUE CYCLE SHOW
San Diego, CA. Mira Mesa Mall, 8150 Mira Mesa Blvd. Concours Judging. Classes Antique, Post Antique, Sidecar, Powerbike-scooter categories. Registration Aug 18, 9 am-10 am, judging 10 am-1 pm. Sunday ride Aug 19, 9 am. Entry show or swap after 8-07 $18. Spectators free. Info 619/583-3335 days or 229-0115 eves (Lloyd Whitworth).

August 19

CALIFORNIA MOTOCROSS
Prairie City, CA. Hwy 50 to S. Prairie City Rd. R on White Rock Rd, track on left. All classes incl. 3-wheel, D-36 & CMC. Big trophs to winners. D-36 & CMC cards accept. Gates open 6:30 am, prac 7:45, race 9. Entry: $15 Sptsmn, $20 Ex. Admission $5. Info: Vasco DeMello 916/988-5011.

SRA INDIAN DUNES GP
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126. 20% trophies, finisher pins. All clases plus ATC-Ody. Entry $12 mail, $15 post. SRA license required. O-80cc, Sen-Vets and ATC/Ody prac in PM, race in PM. Info call 714/828-1358.

OREGON DIRT TRACK
Willamette Speedway, Lebanon, OR. 36606 Airport Dr. Motorcycles and 3-wheel (Semi-Pro). Gates open 11 am, prac 12:30, races 1:30. Spectators $3, students $2. Entry $10, $15 Pro. Trak-Tak Racing Spec. Info 503/928-7205 926-0376.

TEXAS MOTOCROSS
Approx. 2 miles north of Brownwood, TX on Hwy 279. Trophies to 5th, 100% Ex pb. Free O/N camping, no hook-ups. Gates open 10 am, prac 11, race 1 pm. Entry $20 Ex. $10 others. $3 gate fee. Info John W. McBeth. 915/646-6083.

BRA MOTOCROSS
Spearfish Raceway, Spearfish, SD. I-90 to Belle Fourche exit in Spearfish, North to track sign. All classes, incl. 3-wheel. 100% Pro pb, 33% Sptsmn troph. Non-pts race, riders vote on track for BRA C'ships. Sign-up 9 am, prac 10, race 11. Entry: $15 Pro, $10 Sptsmn, non-mem add $3. Info: Dale Friend 605/348-8361.

AMA NATIONAL MX
Washougal, WA. 23 miles northeast of Portland, OR. I-5 to Washington Hwy 14 east to 140 in Washougal, follow signs to track. The best is in the NW. Don't miss this spectacular show, gates open 7 am, prac 10, race 1 pm. Tickets: Adults $15, kids 6-11 $6. Info: Bill Cantrell. 503/248-1106.

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, get off on Pearblossom Hwy, 5 miles east to first stoplight. Straight past lite one mile to track on right side of Avenue T. All classes, incl 3-wheel/Ody. Free O/N camping. Gates open 7 am, prac 8, race 9:30. Entry: $13 Am, $20 Pro. Mem req'd $20. Info: 818/881-5778.

CRC OUTLAW GP
Perris Raceway, Perris, CA. 91 Frwy to 15 toward Elsinore. Go 20 miles to Hwy 74, turn left 8 miles to Ellis AFB, left to track. All classes, each runs 45 minutes. 20% troph, superb finisher pins. Cash to Pro and Ex. CRC mem req'd. Entry: $16 mail, $20 post. Info: 213/830-7519.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right [illegible] fire station, left [illegible] station. All class[illegible] troph. Gate 7:30 a.[illegible] up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

TENTATIVE — CALL FOR DETAILS

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. All classes. 30% trophs. Gates open 7 a.m., prac. 8, race 9:30. Entry $13, $20 Pro with $15 to p.b. $20 memb. req'd. Free O/N parking. Info 818/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

August 20-24

MOTOCROSS SCHOOL
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126. 5-day training camp, Russ Darnell MX School. Entry $200. Info: 714/980-3212.

August 21

IDAHO SHORT TRACK
Bogus Basin Rd to Cartwright Rd. Follow signs to track. Boise, ID. Classes: Mini thru Open, Beg, Int, Ex. Admission $3, kids $1. Entry: Mini $5, Ex $5, others $10. Owyhee M.C. Info: Rick 208/888-7357, or Lew 342-7439.

August 24

AME CALIFORNIA SUPERCROSS
Mesa Marin Speedway, Bakersfield, CA. Go into Bakersfield on Hwy 99. Take Hwy 178 east 3 miles to track on right. All classes, split program. $2000 purse, 30% troph. Gates open 4 pm, Sptsmn race 6:30, Int & Pros race at 8. Entry: $20 Pro, $12 Sptsmn, includes gate. Admission $5 and $2 pit pass. Mem req'd $20. Professional program, time schedule is firm. Star Inc. Info: 805/324-6041.

August 25

AMA/D-36 CALIFORNIA ST
Lodi Cycle Bowl, 5801 E. Morse Rd, Lodi, CA. All classes, incl 3-wheel and Semi-Pro. Gates open 5 pm, sign-up 6-7, prac 6, races 8. Admission $4. Entry: $10, $13 Semi-Pro;. Info: Barbara 209/368-7182 or 931-3722.

CMC CALIFORNIA MOTOCROSS
Little Okie, Madera, CA. Take Hwy 99 north to Ave 12 east to Rd. 29. Take Rd 29 to Ave 13½ east to Rd 29¼. Go north at end of rd. All classes plus 3-wheelers. 30% trophs, 100% Pro pb. Gate 5 pm, prac 6, race 7. Entry $5 gate, $15 Jr. and Int, $20 Pro. Sponsored by Petty Products. Info 209/673-8080.

AMA/D-37 WASHINGTON SHORT TRACK
15 miles S.E. of Olympia, WA off Hwy 507 at Rainier, WA. All classes. 33% trophs. No rain-no knobs. Silencers required. Pays double D-37 pts. Race rain or shine. Gate 6 pm, prac 7:15, race 8. Entry $5 per class. Info 206/264-4619 (Mike or Marilyn Waggoner).

NEVADA DESERT RACE
Pioche, Nevada , north of Las Veggas. Second pts race in 1984 Nevada Triple Crown Off-Road Championship. Off-road race cars, motorcycle and ATV's eligible. Silver Dust Racing Assoc. Nevada "300". Info 702/459-0317.

AMA/D-38 DESERT BIKE/TRIKE TEAM RACE
Plaster City, East pits. East from San Diego. I-8 to Dunaway Rd. Exit in Imperial County. Go north to Old Hwy 80, left turn. Start/finish and pits one mile west on N. side of Hwy. All classes. 20% trophs. Free beer to finishers (at least one). Finisher surprise. 2½ hr night team race where bikes MUST team with trikes. No bike/bike or trike/trike teams. Prac Sat., start 7 pm Sat evening. Entry $15 per racer. No member. reqd. Info 619/427-5759 (Fudpucker).

USCA SUMMER EVENING RIDE
Dennys at Roxford and I-5, Sylmar, CA. Leave promptly at 6 pm. 1½ hour ride to the Antelope Valley for dinner or desert. Leave there at 9 pm for ride back. NO FREEWAYS. For more info 805/251-5051 (John or Sue Barber) or 818/366-3179 (Jim or Sue Krautz).

CALIFORNIA ARENACROSS
San Diego Sports Arena, San Diego, CA. Gates open 7 pm, race start 8 pm. For ticket info call 619/224-4171 or 714/494-3684.

August 25-26

COLORADO ENDURANCE RR
Woody Creek Raceway, Aspen, CO. 8 mi N of Aspen on Colo. 82; in Woody Creek Canyon. One open class — $3000 purse, pays thru 10th place, plus Kawasaki Contingency. 1.1-mile course, 9 turns. Altitutde is 8200'. Camping in pits, qualification on Sat, race Sun. Gates open 9 am Sat, race Sun 10-4 pm. Entry: $180 per team (2 rider min. per team). Info: J.S. Day 303/449-9357.

DUAL EUROPEAN SCRAMBLES
Red Mountain area, limed from 395 & Trona Rd. AMA/D-37 pts, all district classes. Trophies thru 3rd. Free, all-you-can-drink beer bust to all entrants over 21 on Sat. nite. Entry: $14 each day. Races start 9 am Sat, 8 am Sun. Jackrabbits M.C. Info: Mike Crowe 213/602-2702.

UTAH MOTOCROSS
20 miles east of Ogden, UT. Powder Mountain Ski Resort. All classes. $10,000 Pro purse. $5000 in awards for amateurs. Sat gates open at 6 am, late sign-up and tech inspection 6:30, riders meeting 8, practice to follow. Sun. gates open 6 am, late sign-up and tech inspection 6:30, riders meeting 8, practice to follow. Live music, Ski Pant contest. Info 801/394-9474 or 782-4317 (Randy Smith).

August 26

IDAHO PRO HALF MILE
Kootenia Co. Fairgrounds, Coeur d' Alene, ID on I-90 east of Spokane, WA. Purse: Open classes $2000 for A main, with $1000 to winner, $900 for 500cc A main, $600 for 250cc A main. Class C tires a must. Wide track, bring plenty of gearing. Sign-up 9-11 am, prac 11-noon, races 12:30. Entry: $20 races, $10 pit pass. Five Star Promotions. Info: Darrel Sims 208/765-5005.

CMC CALIFORNIA MX
Riverfront Park, Marysville, CA. Park entrance on 1st street, between "E" and "F", downtown Marysville. All classes. Prac 7:30 am, race 9:30. Parts in pits, flush toilets, food, cool clear river. Entry: $10 3-wheel, $15 Sptsmn, $5 plus $15 to purse for Pro. Info: Charlie Sexton 916/695-2727 or Milt Emery 695-2088.

IDAHO AMATEUR HM
Kootenia Co. Fairgrounds, Coeur d' Alene, ID on I-90 east of Spokane, WA. Classes: Open, 500, 250cc, 30% trophies. Class C tires a must. Wide track, bring plenty of gearing. Sign-up 9-11 am, prac 11-noon, races 12: Five Star Promotions. Info: Darrel Sims 208/765-5005.

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, Ca. All classes, including ATC and Ody. 20% trophs, $15 pb to Pros. Gates open 7 am, prac 8, race 9. Entry $13 Ama, $20 Pro. Memb. reqd., $20. Info 818/881-5778 (Shirley Shore).

AMA/D-38 MOTOCROSS
Argyll Park, 11 miles south of Dixon, CA on Hwy 113. All classes. Trophs, 100% Pro pb. Qualifying for White Knuckle Labor day MX. Gates open 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15 Nov and Jr, $15 Semi-Pro plus $5 park fee. Info 916/678-3592 (Buel Campbell).

MILLER HIGH LIFE COLORADO GP
Julesburg, CO. I 76 and US 385. Pit area at south Platte River Bridge. Classes 250, 200, P.Puff, Old Timers. All classes divided by % for trophs. 6 laps, 100 miles min. Sign-up 9-11 am, race noon (MDT). Entry $18 mail, $25 post. Mail in deadline 8/17. Lions Club. Info 303/474-2630.

OREGON FLAT TRACK
25 miles north of Portland, OR on Hwy 30 to St. Helens at Columbia County Fair Grounds. Follow signs at first red light. All classes. Trophs, 100% Semi-Pro pb. Extra Pro purse during the fair. AMA rules. ¼ mile oval track. Class C tires only. Gate 10:30 am, prac 12 noon, race 1 pm. Entry $5 Ama, $10 Semi-Pro. Info 503/397-6315 or 397-3909.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concessions, camping. Gate 7 a.m., prac 8:15, Nov. race 9. Int/Ex. race noon. Entry $5 at gate, $10 for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

August 27-31

CALIFORNIA MX SCHO[illegible]
Russ Darn[illegible] School. Saddleback P[illegible]nge, CA. 5 day MX training [illegible]mp. $200. Info 714/980-3212.

TENTATIVE CALL FOR DETAILS

August 31

AME CALIFORNIA MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to (west) on Hwy 126. All classes including ATC and ODY. 30% trophs, $15 pb to Pros. Gate opens at 5 pm, prac 7 pm, race 8. Entry $13 Ama, $20 Pros. Memb. reqd. $20. Info 818/881-5778 (Shirley Shore).

CALIFORNIA FIREMANS OLYMPIC MOTOCROSS AND GP
Sandhill Ranch, Brentwood, CA. All classes includ 4-stroke, beginners and ATC. Gold, Silver and Bronze medals awarded. Door prizes. Check in and sign-ups 7 am, prac 8, MX 9, GP 1pm. Post entry $45, includes 2 classes. Mail entries are closed. Santa Clara Firefighters. Info 408/267-7740 or 335-2522.

September 1-2

AMA CALIFORNIA GP
Indian Dunes, Valencia, CA. All classes run Saturday except OT, Hacks

125 & 250 National Championship Will Be Determined August 19, 1984

AMA

Washougal National Championship Motocross

'America's No. 1 Motocross Event'

Washougal, Washington

Admission:

Advance Tickets: Adult $12.00 (ea)

Day Of Race: Adult $15.00 (ea)
Children Ages: 6 - 12
Tickets sold DAY OF EVENT ONLY $7.00
UNDER 6 years of age FREE

Send Ticket Requests To :
Bill Cantrell
2013 S.E. 146th. Ave.
Vancouver, WA 98684

Include:
Stamped, Self Addressed Envelope
Payment By Money Order Or Cashiers Check ONLY.
U.S. Currency ONLY.

Deadlines:

If a request for tickets is received by 8-16-84,* we will fill the order the same day - BY MAIL.

Ticket requests received on 8-17 or 8-18, you will pick up your tickets at the WILL CALL WINDOW.

*** NOTE:**
We are not responsible for U.S. Postal Service deliveries, to us or from us...

ORDER EARLY

Want to go racing!? Check the Cycle News calendar section.

M-STAR/MAICO
- WEST COAST LARGEST PARTS SUPPLY
- PRECISION ENGINE WORK
Crank/Boring
- HELI—ARC WELDING
- CUSTOM SHOCK TUNING

CYCLE SERVICE
1503 So. Pacific, San Pedro
(213) 548-6874
4705 Artesia, Lawndale
(213) 370-7771
(UPS DAILY)

TRICK racing gasoline
(213) 863-4801
Dealer Inquiries Invited

MOTOCROSS
SEPT. 9
REDDING, CA
CMC CONTINENTAL MOTOSPORT CLUB SANCTIONED
INFO. (916) 223-5600

Speedway
August 10
Costa Mesa

CRC RACE SCHEDULE CRC

Aug. 10 — FRI. NIGHT MX
Indian Dunes

Aug. 12 — I.R.C. MX $1500
Pro Purse
Saddleback Park

Aug. 19 — MOTOCROSS
Indian Dunes

1984 CRC Membership Required
(213) 830-7519

AUG. 25 — 7:00 PM START
DESERT NIGHT • TEAM RACE
BIKES MUST TEAM WITH TRIKES
FUDPUCKER RACING TEAM
INFO: (619) 427-5759
NO MEMBERSHIP REQD • DIST 38 POINTS
10 MILE LOOP — 2½ HRS.

GRAND PRIX so. cal. DOUBLE CROSS
DOUBLE CROSS RACING
FAST KATS G.P.
Perris Raceway
August 12
Info: (714) 371-6333

NMA NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE MOTORCYCLE MOTOCROSS
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

THE KTEAM

WINNERS!

GARY PODOLL
1st Vet Am
Lakewood MX, Lakewood, CO
7/8/84 KTM 250MX

LARRY MULOCK
1st O.T. Mastr.
Baylands MX, Fremont, CA
7/11/84 KTM 495MX

BRETT BARKMAN
1st Ex. Trophy Dash
Castle Rock TT, Castle Rock, WA
7/14/84 KTM 600MXC

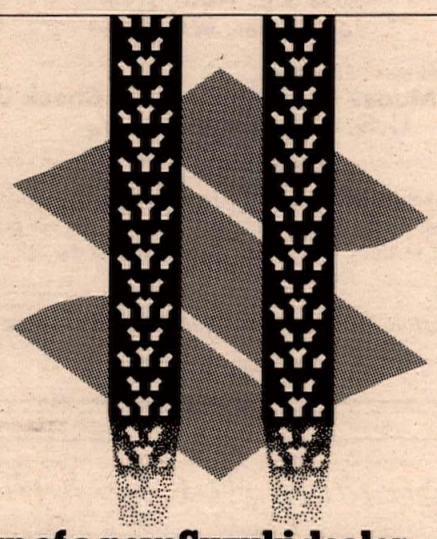
MIKE St JOHN
1st 500 Jr. KTM 495 MX

CHRIS STAPLETON
1st Vet Sprtsmn KTM 250MX
Ascot MX, Gardena, CA
7/18/84

BOB MAYNARD
1st Open Vet
Carlsbad SRA G.P., Carlsbad, CA
7/29/84 KTM 495MXC

JOIN THE TEAM

For More Information and a Brochure, Write:
KTM West 315 W. Bradley, El Cajon, CA 92020



The sign of a new Suzuki dealer. There's a powerful motive for becoming a Suzuki dealer *now*. The profit motive. Our lineup of new motorcycles and all-terrain vehicles means powerful profits for our dealers all year long. U.S. Suzuki is now accepting applications for new dealers in selected areas. A moderate investment and suitable facility are required. Suzuki supplies a full product line backed by national advertising, sales support and training. You'll profit from the experience.

The Sensation of Suzuki.

SUZUKI

For details contact: *Dealer Appointment Department, U.S. SUZUKI MOTOR CORPORATION, 3251 E. Imperial Hwy, P.O. Box 1100 Brea, CA 92621 • 714-996-7040*

HUSQVARNA OPEN HOUSE

FRI., AUG. 17 MEET TEAM HUSKY!

Smith, Ashcraft, Roeseler & Harden will be here from 5-8 p.m. to answer your questions.

*Special Prices on All Husqvarna's in Stock. Super Half-Price Specials on Many Accessories and Husky Products! Food & Drink Will Be Served — Bring a Friend. Come and Meet Us — We Want to be Your Husqvarna Dealer!

Husqvarna

CROSSROADS SUZUKI
26062 Bouquet Cyn. Rd.
Saugus, CA 91350
Phone: (805) 255-5353

READ THE "LATEST POOP" FOR THE LATEST SCOOP!

DOCTOR JOHN'S
MOTORCYCLE FRAME STRAIGHTENING
1524-A Industrial Park St.,
Covina, CA 91722
(818) 332-1598

MAXIMA
RACING LUBRICANTS
1444 Pioneer #7, El Cajon, CA 92020
Phone Order Desk (619) 442-9723

and Ody, Unclassified and 4-strokes, ATC, OTHG, 250 EX-AM-Int, 250-Open EX-AM-INT. Entries open Aug. 1, close Aug. 21. Entry $22 mail, $25 post. First races at 8 am. Dirt Diggers MC. Info 213/368-6503.

AMA/D-36 CALIFORNIA SHORT TRACK
Hills Ferry Speedway, Newman, CA. 20 miles south of Modesto. Take I-5 to Newman exit to Hills Ferry Rd, then left to River Rd. All classes includ. Minis and Semi-Pros. Semi-Pro pb 75%. Gates open 4 pm, prac 6, race 8. Entry $12, watch $4. Info 408/463-0548 or 209/862-3453.

September 1

CMC CALIFORNIA MX
Sprocketts Park Raceway, 99 N. or S. to Bakersfield, 58 east to Mt. Vernon, N. on Mt. Vernon 4 miles to top of hill, then follow sign to track. All classes, 30% sportsman trophs, 125% Pro pb. 50% cash Pb Vet and OT. Gates open 4:30 pm, prac 5-6, race 6:30. Entry $15, $20 Pro. Info 805/834-0284 (Rick or Laura).

BRA NEBRASKA MOTOCROSS
Chadron Fairgrounds, Chadron, NB. All classes plus ATC. 100% Prp pb, 33% Sptsmn trophs. Sign-up 4 pm, prac 5, race 6. Entry $15 Pro, $10 Sptsmn. Non memb. add $3. BRA non points race. Info 605/348-8361 (Dale Friend).

CMC CALIFORNIA MX
Huron Cycle Park, Huron, CA. I-5 to Huron and follow signs. All classes, 30% trophs, 100% Pro pb. Gate opens 5:30 pm, prac 6:30, race 7:30. Entry $15 Ama, $20 Pro, $4 gate. Info 209/945-9355.

September 2

ADRA MOUNTAIN RACE
Heber, AZ. 160 miles north-east of Phoenix. All classes. Over $4000 in prizes. Trophs, contingencies and prize money. Entry $25 Beg and Minis, $35 Am, Nov, Old, $45 Exp. Special 1st time race fees $15. Info 602/252-1900.

BRA NEBRASKA MOTOCROSS
Chadron Fairgrounds, Chadron, NB. All classes plus ATC. Pro pb plus money to pts fund. 33% Sptsmn trophies. BRA pts race. Pts will be awarded to all classes toward Pro pts fund and year-end trophies. Sign-up 9 am, prac 10, race 11. Entry $15 Pro, $10 Sptsmn, $3 for non-memb. Info 605/348-8361 (Dale Friend).

CMC NIGHT MOTOCROSS
Laguna Seca Recreation Area, Monterey, CA. Between Salinas and Monterey on Hwy 68. All classes. Gate opens 7 am, prac 8:30, first race 10. Entry $15. $15 plus $5 gate fee Ex. Admission $5, $2 kids under 12. Monterey Bay Rams. Info 408/394-8225 (Bob Rosa).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/ 261-6116.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA I-15 to Hwy 126. All classes. Brass for Sptsmn., cash for Pros. Two long motos. Gate 7 a.m., prac. 8, race 9:30. Entry: $12 Sptsmn., $15 Pro; memb. req'd. Info 213/830-7519.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to 1st stoplight, straight past light 1 mile, track on rt. side of Ave. T. All classes includ. ATV. Gate 7 a.m., prac 8, race 9. Free O/N parking. Entry $13, $20 Pros. Info 818/881-5778 (Shirley Shore).

ROAD RUNS

August 10-12

VELOCETTE RALLY
Annual Velocette Owners Club Rally, to be held at Cambria Pines Lodge, Cambria, CA 93428. Trophies for best Velocette in several categories, plus Crock trophy for the scruffiest Velo to arrive under own power. Info Cary McSquid 213/545-3623.

August 17-19

SIDECARMEET
Sierra Sidecar Spectacular, Mariposa, CA. Come camp out and enjoy the friendship. Details in Sidecarist. Info: 805/251-5051, or 818/366-3179.

August 18-19

SUMMER RUN '84
Near McNeil Campground, take US 26 to Zig Zag, OR, turn on east Lolo Rd, follow signs. No visible firearms or fireworks. Includes: beer, concession, band, raffle, games, etc. All bikers welcome. Tickets $10/couple advance, $7 single. $12/couple at gate, $8 single. Advance deadline August 4. Sponsored by East Portland ABATE. Info 503/775-2848, Mary or 255-7793, Don.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Send your results to: Cycle News, Results Editor, P.O. Box 498, Long Beach, CA 90801-0498. Include rider and machine brand.

Mid-Year Point Standings CRC Enduro Series June 1984

200	
Todd Johnson	1990
Robert Leach	1795
Robert Bush	1705
Robert J. Wranosky	1695
Donnie Simone	1655
John E. Jacobsen	1495
Rick Powers	1415
Troy Skaggs	1395
Phil Williams	1370
Kenny Kemp	1305
OPEN	
Mark Wiechmann	1890
Gregg Lusher	1695
Robb Mesecher	1630
Scott Taylor	1565
Greg Newland	1500
James Bortree	1410
Chris Reyes	1350
Mark E. Anderson	1257
Thomas W. Karos	1215
Mike Lucas	1200
VET	
Heath Hibbard	1750
Jack Labrum	1725
Bob Keirns	1560
Richard Griffin	1495
Wayne Stanfield	1490
Sam Bell	1439
Robert Burtis	1390
Charles Brown	1377
Roger Cooper	1370
Bruce Boring	1333
SR	
Harry Keast	1950
Mervyn M. Murray	1800
Art Falls More	1700
Bill Daniel	1670
Don McNamee	1670
Warren Stirling	1580
Mike Chamberlain	1485
Joe Holmes	1466
Robert Turner	1450
Raymond Throckmorton	1335
4-STROKE	
John Jacobsen	1715
Jim Bollingmo Jr.	1700
John Ferro	1530
Gordon Hopkins	1520
John Pomo	1490
Bob Farr	1460
Ron Wormsbecker	1445
Tony Casaga	1355
Randy Klassen	1310
Martin L. Blais	1220
WOMENS	
Dana Bell	2020
Shauna Hopkins	1930
Michele Keast	1485
Lisa Bonacarti	1280
Kathy Herndon	1250
Caroline Holsted	1220
Ginger Smith	1205
Kristi Hamner	1165
Mary Barnett	1130
Kathy Labrum	1130
MINI	
Scott Jacobsen	2070
Mike Chamberlain Jr.	1795
John Lucas	1790
Billy Huston	1565
Scott Bristol	1345
Ronald E. Platt	760
Michelle Howard	580
Daniel Hapner	555
Rob Peters	550
Chris Salum	505

D-37 Desert Division II Mid-Year Point Standings

Tom Elias	2020
Greg Johnston	2010
Duane Summers	1590
Robert Charters	1190
John Braasch Jr.	1100
Joe Osteen	970
Art Guzman	950
Guy Kibbie	910
Dave Kennedy	760
Jim McGrath	730
Mike Jones	650
James Wentz	650
David Becker	620
Sean Bradley	618
Jim Harper	610
John Parkin	565
Jeff Crowe	535
Robert Schneider	520
Dale Knapp	500
Jim Gilpin	455
Charlie Morris	450
Matt Burroughs	435
Mark Guertin	420
Philip Wood	410
Mark Day	400
Mike French	380
Steve Gard	350
Steve Adams	350
Mark Zoller	340
Joeseph Kraft	340

1984 AMA Region 5 Enduro Championship (3 events)

200	
Brian Summers	Kaw
Don Hoagland	Kaw
Steve Shoemaker	Yam
Mitch Lenz	Yam
Dave LaFaille	Yam
250	
John Nielsen	Yam
Bob Terwilliger	Hus
Brett Cary	Yam
Ron Clizbe	Hus
Taz Harvey	
OPEN	
Lyle Duronso	Yam
Al Cleaveland	Hus
Greg Ferguson	Yam
Craig Fator	KTM
Brian Beatie	Hon
4-STROKE	
John Poor	Hon
Terry Rush	Hon
Doug Chestnut	Hon
Dan Carpenter	Kaw
Craig St. Claire	Yam
SR	
Walter Peterson	Hon
Frank Showers	KTM
Gene Brown	
Dan Baker	Hus
David King	Hus
SUPER SR	
Don Matheson	Hus
Dale Swanson	KTM
Bill Cooper	Mai
Bob Sangalli	KTM
Jim Andersen	Hus
WOMEN	
Kelly Motley	Yam
Tami Pierson	Yam
Kathy Tuma	Hon

AMA Region 6 Enduro C'ship results

200	
Joe Brown	Yam
Todd Johnson	Yam
Bill Cooke	Yam
Reed Johnson	Yam
Garne Palenske	Kaw
250	
Grant Palenske	Hon
Tim Crowder	Yam
Rendy Kemp	Hon
Scott Sampson	KTM
Mike Gattett	Yam
OPEN	
Evert Angle	Hon
Heath Hibbard	Yam
Ron Lawson	Kaw
Bill Fullmer Jr.	Hus
Ken Markling	Yam
4-STROKE	
Todd Cornish	Hon
Mike Haney	Yam
Bob Garr	Kaw
Byron Jensen	Hon
Steve Rebec	Hon
SR	
Don McNamee	Hus
Malcolm Smith	Hus
Morris Norman	Hus
J.T. Parker	Hon
Paul Leos	Yam
SUPER SR	
Bill Hutton	
Ron Fry	Hon
Dave Hutchens	Hon
Bill Fullmer Sr.	KTM
Cal Bottum	Yam
WOMEN	
Shauna Hopkins	Kaw

AMA/D-38 Enduro Points Standings (after 1/3 of the season) July 10, 1984

Rick Finger	505
Dan Worley	480
Tim Crowder	480
Bill Anderson	435
Robert Stouffer	385
Bill McNees	385
R.A. Griffen	385
Bill Silverthorn	373
Mike Butler	365
Rich Gehring	360
Jerry Smith	350
John Griffin	344
Noble Butler	332
Don Danner	326
Jonothan Michaels	304

MX Sacramento Raceway Sacramento, CA July 6, 1984 By Nuclear Neukam

125 PRO	
Rodney Harriger	Kaw
OPEN PRO	
Bill Jamerson	Suz
250 PRO	
Allen Bertluti	Yam
Jimmy Robertson	Suz
50	
Beau Judge	Hon
Erica Lutz	Suz
Adam Conelly	Yam
60	
Pete Piantanida	Kaw
Brian Roth	Hon
80 NOV #1	
Tony Goltz	Kaw
Ian Leff	Yam
80 NOV #2	
Tony Goltz	Kaw
Ian Leff	Yam
80 INT #1	
Obie Leff	Yam
Jamie Wooten	Hon
80 INT #2	
Obie Leff	Yam
Mark Fain	Kaw
80 EX	
J.J. Taylor	Kaw
Steve Lamson	Kaw
125 NOV #1	
Cliff Austin	Hon
Tom Lamson	Kaw
125 NOV #2	
Gary Pash	Kaw
Tim Valdez	KTM
250 NOV	
Gary Pash	Kaw
Rodney Beard	Hon
OPEN NOV	
David Pile	Yam
Simon Propenco	Hon
125 INT	
Shawn Freiling	Kaw
Darrel Haney	Yam
250 INT	
Brad Locke	Suz
Jim Bolewicz	Hon
VET EX	
Bill Connelly	Hon
Monte Miller	Suz
VET INT	
Keith Vaughn	Hon
VET NOV	
Mark Burien	Mai
Roy Crouch	Hon
OT NOV	
Ronald Ramount	Hon
George Buttles	Kaw
OT EX	
Larry Mulock	KTM
4-ST	
Kerry Bryant	Hon
Chris Ade	Hon

RMTA Observed Trials Gordon Gulch, CO July 22, 1984

NOV	
Monte Tucker	4
Mike Rentfrow	6
Mike Sweetser	11
Steve Fuchs	15
Art Wyatt	17
INT	
Willie Rotherham	33
Cully Fryer	37
Rich Wyczawski	38
Biff Robinson	47
Norm Glidden	63
SR A	
Guy Bodin	8
Don Markowski	34
Bob Pick	40
Ed Manniko	57
Larry Schmelzle	65
CHAMPIONSHIP	
Morgan Kavanaugh	10
Terry Peacock	61
Ron Schmelzle	65
Gary Doven	80
Scott Markowski	81
Ted Arment	81
Bob Kirkegaard	93
Wiltz Wagner	64
Ron Snow	95
Reimund Koreck	96

TROPHY PICKUP

Brush Busters 1984 Bust-Out Race Trophies can be picked up at the HBMC European Scrambles, August 11&12 or succeeding desert races or call Art (213) 443-3430 for pick up. (130/32)

Desert Vipers June European Scrambles Trophies available at next Dist. 37 desert events. (714) 772-7653. (131/33)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Mountain Moto Cross

Coors Coca-Cola

20 Miles East of Ogden, Utah Aug. 25 & 26

Powder Mountain Ski Resort

HONDA

ROCKY
ROCKY CYCLE CO., INC.

$15,000 PURSE

$10,000 Pro Purse • $5,000 In Awards for Amateurs

FOR MORE INFORMATION

Randy Smith	801-394-9474 or 782-4317
Kevin Johnson	801-825-2246 or 393-3033
Mark Peterson	801-621-8551 or 731-6677
Bill Bate	801-621-8551 or 479-8967

LIVE MUSIC BY PEACE & QUIET & MISS UTAH SKI PANT CONTEST

No Practice on Course except at the above designated times. Violators will be arrested for trespass and barred from participating in the event.

Limited Dry Camping for Participants Saturday night only!

No Coolers On Mountain Beer Garden Will Be Open

HIGH COUNTRY FARE

ENTRY FEES

Class	Pre Entry	Late Entry
Minis	$15.00	$20.00
Novice Amateur Big Bike & 3 Wheeler B Class over 30	$20.00	$25.00
Pro & Expert Classes	$30.00	$35.00

Pre-entries must be postmarked no later than Aug. 21

WISER CYCLE SALES

HIGH COUNTRY INN

PARENTAL RELEASE REQUIRED FOR MINORS - (No Personal Checks Accepted)

NAME _____ MOTOR NO. _____
ADDRESS _____ ENGINE DISPLACEMENT _____
_____ USRA # _____
RACING NO. _____ SPONSOR _____
CLASS _____
MACHINE BRAND _____

I hereby release, and agree to hold harmless, Lessors, the promoters, the owners and lessees of the premises, the participants and the officers, directors, officials, representatives, agents and employees of all of them, of and from all liability, loss, claims and demands that may accrue from any loss, damage or injury (including death) to my person or property, in any way resulting from, or arising in connection with this event, and whether arising while engaged in competition or in practice or preparation thereof, or while upon entering or departing from said premises, from any cause whatsoever. I know the risk and danger to myself and property while upon said premises or while participating or assisting in this event, so voluntarily, and in reliance upon my own judgement and ability, and I thereby assume all risk for loss, damage or injury (including death) to myself and my property from any cause whatsoever.

SIGNED _____ Entry Fee Paid: _____

Send Entry to: P.O. Box 2421, Ogden, Utah 84404

CYCLE NEWS

Cycle News' sporty new baseball cap goes straight to the top — every- body's top! Bright red and white, this cap fits all sizes.

Please turn to the order blank on our Dealer Directory page.

TORCO
The Oil Authority
USA Lubricants (213)944-6361

SUNSHINE Motorcycle Accessories
18314 Beach Blvd., Huntington Beach, CA
(714) 847-5300
Open 7 Days 11-7 Weekdays, 10-6 Sat. & Sun.
Larger Selection Than Most Stores

DEALER And SERVICE DIRECTORY

For Dealer Directory Info. Call Cycle News (213) 427-7433

SERVICES

Bolt Removal Service

TAP-EX CO. — Broken studs disintegrated without damage to hole! Also EZ outs, drills, taps, etc. U.S. & metric threaded inserts installed. 1 day service, most parts. 1825 W. 144th, Gardena, CA 90249. (213) 323-3834.

HELIKON CO. — broken tool removal service. Studs, taps, drills, EZ-outs removed by electron process. Threads repaired, inserts installed. UPS service. 938 W. Huntington Dr., Monrovia, CA 91016, (818) 358-8596.

Brake & Lamp Certificates

LeBARD & UNDERWOOD — 321 E. Imperial Hwy., La Habra, (213) 691-0553 or (714) 879-8252. Quality BMW & HONDA sales, service, parts & insurance since 1946. Open 7 days a week. 3 miles west of 57 Frwy.

Carburetor Systems

BENNETT'S LECTRON FUEL SYSTEMS. — Carburetors for most applications. Custom exhaust work. Class C Engine bldg. Hondas only 500 or 600 single cylinder only. Dyno service. 1922 N.W. Grant, Hillsboro, OR 97123. (503) 640-3079.

Crank Shaft Repair

PROFESSIONAL crank shaft repair on plain/roller bearing cranks using only factory bearings, no odd/over sizes, cams reground. Specialize in engine rbldg/elec. Cal West Cycle, 4297 West Oak, Fullerton, CA 92633. (714) 521-4014.

Cylinder Work

HANDCRAFTED CYLINDER LINERS INSTALLED — Cast/Chrome. Porting, digital balancing, crank rebuilding. (Bill Wagner's) NW Sleeve and Engine. 903 NE Cleveland, Gresham, OR 97030. (503) 666-8430.

Enduro Rollcharts

JART — Enduro Rollcharts — Easy to read — Used by all factory teams — Many options — guaranteed. Any enduro, any place — $5 each day. Club rates. Subscription service. 4673 Via La Primavera, Yorba Linda, CA 92686. (714) 970-6876.

Engine Building and repair

CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 720 Northeast 242, Gresham, OR 97030. (503) 667-5224.

GET THE JOB DONE RIGHT! —Boring by top machinists. Sunnen-Mandrel honing to factory specs. Complete machine shop serv., cranks reblt., etc. Same day serv., cash/charge. Mike Condit's M/C Service, 7225 Canoga Ave., Canoga Park, CA 91630. (213) 346-0472.

Exhaust Systems

COFFMAN'S has available a full line of ATV high performance exhaust systems. All guaranteed for quality & performance. 39200 Seraphina Rd., Murrieta, CA 92362 (714) 676-4100.

Frame Straightening

THE FRAME SHOP — Professional collision specialists. All forms, front end, swingarm, wheel reconditioning. Complete welding facility to repair broken cases, fins, front and acc., crushed frame tubes or ? 11074 Mercentile, Stanton, CA 90680. (714) 893-6700.

DR JOHNS — Precision frame straightening. Head angle rakes Pro Stock & Desert racing. Mag wheels, stems, crowns & fork tubes straightened. All model ATV's case welding & fin repair. 1524 "A" Industrial Park St., Covina, CA 91722. (213)332-1598.

Helmet Service

BELL HELMETS — Know about their factory Customer Service Dept? Make your Bell Helmet look and work like new! Free inspection with quote. Call Customer Service Dept. between 10 a.m. & 12 p.m. and 1 p.m. & 4 p.m. Mon.-Fri. at (213) 921-9451 or (714) 522-8292.

Insurance

CALIFORNIA Motorcycle Insurance Agency means low cost m/c ins. We represent various ins. co's. Phone or write for our lowest rate for your m/c. (714) 956-5222, (213) 637-0751. P.O. Box 3878, Anaheim, CA 92803.

Manufacturing/Marketing Services

RIFLE PLASTICS — Designed/manufactured Rifle fairings - sold nationally. Rifle can help design, mfgr & market your product/idea thru top-rated M/C dlrs coast-2-coast. Rt. 1, Box 8, Paso Robles, CA 93446. (805) 239-4230.

Number Plates

BUFFALO NUMBER PLATES — Number plates & stickers custom made for motorcycles & ATV's. Many dirt track accessories. Super service. 1207 Killarney St., Livermore, CA 94550. Call Mary (415) 443-7012.

Parts

WE'VE GOT YOUR PART — Cycle Salvage Racing. Dist. famous Rod's Rack for 3-wheelers & 4-wheelers. Clean late model used parts. MasterCard/Visa. UPS daily. Closed Wed. Rt. 2 Box 359, Guntown, MS 38849. 24 hr. answering serv. (601) 348-2312.

Pipe Protectors

BANZAI BROS. RACING solution for mashed pipe problems, the Banzai Bros. pipe skid. Adj. to all 125cc thru open pipes, no welding, alum. or 14 gauge steel, $27.95-$32.95. Ask you dealer. P.O. Box 41457, Eagle Rock, CA 90041. (213) 256-4922.

Racing Fuel

PRO-FUEL — High performance gasoline 108 octane. Legal for all racing organizations. Attention speedway & drag racers: Methanol now available. We ship daily — UPS & motor freight. (213) 830-4678.

Radiator Repair

PAUL THEDE'S RACE TECH — Repair cracked & bent aluminum radiators & oil coolers. We fix what others can't. All work pressure tested & guaranteed. UPS daily anywhere. 3227 Producer #127, Pomona, CA 91768. (714) 594-7755.

Rentals

OFF ROAD RENTALS — M/C — Dirt, Street, ATC70-250, Odys, Tri-Moto 60-225DX, Suz., Moto 4, jet skies. Parts/acc, full service, U-Haul dlr. Los Alamitos (213) 594-8901, (714) 891-9388, Orange (714) 771-7390, Azusa (818) 334-1234.

Riding Apparel

SPEEDMODE leather suits/jackets/spine protector/MX pants; Jollisport studded palm gloves/jackets; replica leather T-shirts; Jeb's AGV visors. Retail catalog $1, dealers welcome. Quadrifoglio, 5745 N. 11 St., Phoenix, AZ 85014 (602) 265-5846.

BATES LEATHER SHOP — Everything, from our Touring and Racing Leathers to our Fast Lane Boots, Gloves and Cold Weather Touring Suits, is available at the bigger-than-ever Bates Leather Shop. Standard and custom sizing or designs. Shop with the Pros, be fitted by the Pros. Men, Women, Alterations, Repairs and Cleaning. Cycle accessories on display too. Open M-F 8-4:30; Wed 'til 8. Selected Sat. 9-2:30. (213) 435-6551. 660 W 16th St., Long Beach CA. Nr. LB Fwy & Pacific Coast Hwy.

Singleshock Service

WHITE BROS — 11750 Seaboard Circle, Stanton, CA 90680. Complete service & set-up on all singleshocks, Uni-Track, Pro-Link, Floater & White Power. 1 to 2 day turn around. (714) 895-1991.

SCOTT'S — Complete fork & shock service on all single & dual shocks, Monos, Floater, ProLink, Unitrak, Ohlins, Fox, Works. Porting starts at $40.00. 2627 Honolulu Ave., Montrose, CA 91020. (818) 248-6747.

HONDA SHOCK SPECIALIST — Prog. valving mods eliminate harsh, sharp edged bumps/improve hi-speed stability. Satisfaction guaranteed. 1 day serv. Rick Johnson, 19333 Sturgess Dr., Torrance, CA 90503. (213) 371-3887.

OHLINS SPECIALISTS — Factory authorized sales/service Ohlins single/twin shocks. Genuine parts in stock. Rebuilding/revalving. 1 day turnaround. Ohlins exclusive U.S. dist. Simons Inc., 2625 Miller Ave. CN, Mtn. View, CA 94040. (415) 948-3470.

R & D RACING — Triple oil life w/hard coated shock body. Eliminates internal shock wear while reducing friction. Complete shock/fork service, valving alterations, cylinder reboring, complete machine shop capabilities. (213) 864-8218.

PAUL THEDE'S RACE TECH — revalve production suspension components to work better than the rest, guaranteed. Complete service, custom rate springs, hi-tech Spectro suspension fluids. 3227 Producer #127, Pomona, CA 91768, (714) 594-7755.

Steel Shoe

STEEL SHOES — Ken Maely, since 1950. Dirt Track $70. Lt. Wt. Spdway $75. Send boot. Specify race type. 14" lace boot $75. Everything for Speedway. 8580 Bedford Motorway, Corona, CA 91720. (714) 735-0540.

Tires

TIRES & STUFF — M/C Tire Center. Bridgestone M-22, M-23. New Cheng Shin dirt tires. Touring buffs — we change tires while you wait. 2116 E. Charleston, Las Vegas, NV 89104. (702) 382-8824.

Trailers

CUSTOM TRAILERS — Dico custom trailers-build custom/buy from stock enclosed security trailers, attractive, durable all steel frame 12"-16"-20" single/tandem axles, options, open 7 days. Stop/call, 323 E. Ball Rd., Anaheim, CA 92805. (714) 956-2950.

DEALERS

Akron, OH

LAIDIG'S CYCLE — Maico/Can-Am/KTM/MotoGuzzi/Ducati/Ski-Doo/Montesa/CZ/Laverda/Bultaco. UPS/mail order parts/service. "Parts our business." 9-7 except Wed. 364 S. Arlington St., Akron, OH 44306. (216)253-7455. 24 hr. parts.

Anaheim

ATC-ODYSSEY OWNERS — your one stop shop. Super parts & acc. center for ATC & Odyssey related items. Huge discs. avl. during fall sale Oct. 15-17, open 7 days, call/stop by for free catalog. 323 E. Ball Road, Anaheim, CA 92805. (714) 956-2950.

Bakersfield

KERN SPORT CYCLE — Husky/KTM/Cagiva. We race what we sell! Desert/MX race prep specialist. Ohlin shock sales/service. Complete sales/service/parts/accs. Pro-Fuel gas Dist. 307 19th St., Bakersfield, CA 93301. (805) 324-6266.

Fullerton

TOWN AND COUNTRY CYCLE — Suzuki sales, service, parts & accessories. Insurance. Hard to get parts. Mail order parts. 1835 W. Commonwealth, Fullerton, CA 92633. (714) 871-2460.

Garden Grove, CA

ORANGE COUNTY CYCLE — World's largest dirt bike dealer. Most complete part and accessory store for all your hard to find items. Open 7 days a week. 13666 Harbor Blvd., Garden Grove, CA 92643. (714) 530-7340.

Huntington Beach

PRO RIDER — friendly, honest, affordable service. Fully guaranteed parts/accessories/service/machine shop work for street/race/dirt/ATVs. Clubs welcome. 7611 Slater Ave., Unit J, Huntington Beach, CA 92647. (714) 841-0368.

Louisiana

HUSKY/SUZUKI — 2 stores. Bikes/parts/clothing/acces./know how! Porting/boring/shock rebldg. MX/enduro/drag/ATV specialists. Big parts inventory, ship fast/UPS daily. Suzuki of Shreveport/Bossier. (318) 742-0218/(318) 635-9731.

Portland, Oregon

CYCLE HUB — Triumph/ BSA/Norton/British Cycle Supply/Amal Bth Girling. Avon/Dunlop/Lucas/Smith. UPS/ COD/Visa/Mast. Crd. 3602 NE Sandy, Portland, OR 97232. 9 a.m.-7 p.m. 250 tons cycle parts. Phone (503) BE CYCLE.

Simi Valley

SIMI VALLEY CYCLES — Yamaha/Suzuki/Husky dirt bike blow out. '84 YZ250s in stock. Sale '82-83-84 dirt/street bikes. Call us before you buy, open Tues-Fri til 7 p.m., Sat 9:30-5 p.m. 2902 Los Angeles Ave., Simi Valley, CA (805) 522-3434.

Advertisers Index

A & A Racing Service 33
ADRA 36
AFM 38
AME 36
ATV News 31
J.C. Agajanian 36
American Honda . . . . . 10&11
American Sports Co. 25
Arai Helmets 33
B & J Motocross 36
Bellflower Yamaha 47
Boyesen Eng. 38
Brainerd Int'l Raceway 25
Burbank Yamaha 45
CMC 37
CRC 37,39
Cal Mart Plating 47
Camel 48
Castrol 29
Champion Moriwaki 35
City Cycle Center 33
Corona Raceway 37
Cosmopolitian Motors 32
Crossroads Suzuki 40
Cycle News Products 41
Cycle News Sub. Info. 21
Cycle Service Maico 39
District 38 39
Dr. John Frame Straightening . . 40
Double Cross Racing Assn. 39
Downers Grove Yamaha 38
Dunlop Tires 17
Eric's M/C Co. 45
Extrude Hone 45
Hi Point 32,35
Hollywood Honda 47
Hy-Tech Lubricants 45
Indian Dunes 36
International Speedway 39
Joe Jones Dist. 35
KTM 40
Klotz Lubricants 33
Koni Shocks 23
Lemonade Kawasaki 47
M-Star 45
Maxima 40
Milne Dist. 35
Moto-X Fox 33
Moto One 39
M/C Tire Ent. 47
Motorweek Illustrated 32
Mountain Motocross 41
NMA 39
Neo Oil 35
Othman Dist. 38
Performance Products 47
Porterville Spinners M.C. 37
Pro Am 47
Pro Am Trailers 45
Rim Rock Honda H-D 33
SRA 36
Sears Point Int. Raceway 9
Shoei Helmets 29
Malcolm Smith M/C 47
Spectro 47
Stadium Motorsports 27
Sunshine Cycle 41
Suzuki Country 45
T & O Cycle Dynamics 45
Team Hammer 27
Torco 41
Trick Enterprises 39
Trim/Transworld 45
Tu Gee Ent. 47
U.S. Suzuki 5,40
Washougal National MX 39
Web Cam 35
The Weigl Co. 29
Western Scooter Dist. 47
Wheel Works 35
Wiseco Pistons 23
Wolf Products 35
Yamaha Int'l. 38

Cycle News Products Order Form

Fill in the Visa/Master Charge blank or send check or money order to:

P.O. BOX 498, Long Beach CA 90801-0498

Name _____

Address _____

City _____ State _____ Zip _____

Credit Card Number _____

Card Exp. Date _____

Below, Indicate amount of products and circle the size.
Above, print your name, address and credit card number.

☐ MX Cat Comic Book .75
☐ New MX Cat T-Shirt $7.95 S M XL
☐ Cycle News East T-Shirt $6.95 S M L XL
☐ Cycle News West T-Shirt $6.95 S XL
☐ Cycle News Binders $16.95 ea.
☐ Cycle News Patch $1.50 2"x4"
☐ "Once A Month..." Cycle News Baseball Jersey $10.00 S M L XL
☐ 'We Don't Care..." Cycle News Baseball Jersey $10.00 S M L XL
☐ Cycle News Baseball Cap $5.95

Bumper Banners Sticker Close Out

☐ "We Don't Care How The Hell They Do It In California" $1.00
☐ The Best Go West $1.00
☐ You'll See It First in California You'll See It First in Cycle News $1.00
☐ Send all 3 for $2.00

MasterCard VISA

Product Order Subtotal _____
+6% Tax (CA res. only.
Los Angeles Co. res. +6½%) _____
Product Order Grand Total _____

WANT ADS

Help Wanted

Retail Salesman
Experienced floor/counter salesman needed for volume retailer. Product knowledge required. Full or part time. Contact Alan (818) 782-7227. (230/TFN)

Torsten Hallman Racing
Is looking for aggressive and reputable sales representatives in all areas, must be interested in making money, must be calling on shops now and want to expand your line. If you're the best join the best. Contact Monte at (619) 442-0431. (230/31)

Mechanic and Parts Openings
L.A. city's largest Yamaha/Kawasaki dealership has immediate openings in parts dept. and service dept. for experienced and apprentice mechanics. Contact Art at FOOTHILL YAMAHA/KAWASAKI in Tujunga. (213) 352-3277. (22/TFN)

Seasoned Suzuki Mechanic
To work as service manager. Golden opportunity for someone who wants to live in the beautiful smog free city of Ventura. (805) 643-2629 or (805) 495-8090 eves. (230/33)

R&D Technician
Must have background in motorcycle mechanics. Job includes working on motorcycles, ATV's and new products. Must be willing to work long hours and some weekends. Tools required. Mail resume to: DG PERFORMANCE, 1230 LaLoma Circle, Anaheim, CA 92806. No Phone Calls Accepted. (230/TFN)

Counterperson
San Francisco BMW franchise needs professional sales person for front counter and showroom. BMW parts experience a plus, enthusiasm a must. Salary plus commission, available August. Call (415) 863-7255 afternoons only. (330/31)

Editorial
Nationally established motorcycle publication is looking for full time editorial staff person. Applicants must have working experience in journalism in motorcycle related fields. Heavy emphasis on HD, no life style. Excellent salary and benefit package. Submit resume and salary requirements to: Personal Director, 2145 W. LaPalma, Anaheim, CA 92801. (230/31)

Yamaha Mechanic
Minimum 3 years experience with own tools. Immediate opening, salary negotiable, call Gary at Fresno Yamaha. (209) 431-3485. Fresno Yamaha, 6220 N. Blackstone, Fresno, CA 93710.(223/TFN)

H-D Mechanic Wanted
Experienced mechanic with own tools, full time position. Extremely busy shop. Call Mon-Fri 8am to 5pm. (714) 841-5522. Huntington Beach area. (128/31)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TNF)

Part Time Mechanic Wanted
GARRY'S CYCLE SUPPLY, Rowland Heights (818) 965-7055. (130/31)

Salespersons
High volume Honda Motorcycle Dealer has an immediate opening for 2 salespeople. No experience necessary. Generous commission plus bonus, year round employment. BARBER HONDA, 3650 E. Main St., Ventura, CA 93003. (231/NW)

Growing Pains
Large volume Southern California Yamaha Dealer is expanding and looking for experienced people for all facets of the business: Service, Parts, Accessories, Sales. Excellent pay and benefits are offered. Cal or write Bob Klee at: T&O CYCLE DYNAMICS, 24020 Narbonne Ave., Lomita/Torrance, CA 90717. (213) 534-2311. (227/TFN)

Commission Paid
To experienced mechanics in large volume Orange County dealership. Apply in person, Honda Kawasaki BMW of Mission Viejo, 26371 Avery Parkway, Mission Viejo, CA. (224/TFN)

Service Manager
Working service manager with own tools, three years minimum experience on the dealer level. Self motivated, knowledge with Suzuki helpful. Excellent pay for the right individual. Contact Vic, ORANGE COUNTY SUZUKI, Costa Mesa, CA. (714) 646-2428 for appointment. (227/TFN)

Mechanic Needed
Commission — Minimum 3 years experience Honda/Kawasaki. Contact Herb, (818) 787-0110. (229/30)

Experienced Sales Person
25% commission. Commission also paid on insurance, finance and accesories. MARINA SUZUKI (213) 306-8595. (229/32)

★★ Partsmanager ★★
Permanent position open to an aggressive self starter with proven record of management and parts/accessory sales. San Bernardino Yamaha-Harley-Davidson Dealer. Mr. Wix (714) 884-6464. (226/TFN)

U.S. Suzuki Outboard Division Technical Supervisor
Major outboard manufacturer expanding technical service operations. Immediate opening, position includes writing bulletins, maintaining dealer service material, quality research, curriculum update, instruct marine technicians. Marine industry experience required with technical training background preferred. Excellent salary, benefits and future. Send resume to: U.S. SUZUKI MOTOR CORP., PO Box 1100, Brea, CA 92621. ATTN: Personnel. NO PHONE CALLS PLEASE. (228/31)

Salespersons Wanted
Ixion, an established Distributor/Importer wants hard-working sales reps; many prime areas open, join a good group of people. Ask for Norm. CA (800) 821-4989, US (800) 854-1060. (228/TFN)

GOVERNMENT JOBS. $16,559 — $50,553/year. NOW HIRING. YOUR AREA. Call (805) 687-6000 Ex. R-1299. (130/33)

Mechanic Wanted All Brands
Experienced with tools, wanted immediately, great position open to experienced motorcycle mechanic with growing multi-brand independent dealership in Sunny Mission Viejo. Motorcycle City USA. (714) 495-3352. (223/TFN)

Yamaha Partsperson
Experienced, with accessory products knowledge. Call Dick — YAMAHA SANTA CRUZ (408) 475-5970. (231/33NW)

Yamaha mechanic/service mgr.
Minimum three years experience, with own tools. Salary plus commission. Call Dick — YAMAHA SANTA CRUZ (408) 475-5970. (231/33NW)

Sales Manager Needed
Career minded individual needed by major East Coast distributor. Immediate opening for experienced, aggressive person with management and motorcycle related background. Good potential, benefits. Send resume and salary history to: CYCLE NEWS EAST, Div. MC, P.O. Box 805, Tucker, GA 30085-0805. (2/31/32NSE)

Honda Mechanic Needed
Salary/commission, prefer 2-3 years experience or more. Contact Fred, Honda Of Lebanon, 1524 S. Main St., Lebanon, Oregon 97355. (503) 451-4440. (231/34)

2 Honda MR50's Both $200.
(213) 476-5589 or (213) 476-7744. (131)

Growing Pains
Large volume Southern California Yamaha Dealer is expanding and looking for two experienced mechanics who would like to earn $28,000 per year plus on commission. Medical benefits and paid vacations are included. Call or write Bob Klee at T&O YAMAHA, 24020 Narbonne Ave., Lomita/-Torrance, CA 90717. (213) 534-2311. (231/32NW)

Want to get settled in Calif. before Winter sets in?? We need an alert service writer and mechanics to help us with labor sales. May consider assisting with a move. Call Jim (619) 278-6635. (131/32NWX)

Sales Representative
Aggressive manufacturer needs hard working knowledgeable, experienced motocross sales representative who is presently contacting motorcycle shops and wishes to enhance their line of motorcycle accessories. Send resume to: Sales Manager, P.O. Box 416, Banning, CA 92220. (231/32W)

Vincent/English Mech. Wanted
So. Calif. collector needs experienced mechanic, with tools to work on collection pre 70's English Bikes. Full or part time. (213) 277-7229. (331/32)

Honda Mechanic
Immediate opening, move to beautiful Sonoma County, Northern Calif. We seek experienced motorcycle mechanic, registered Honda Technician preferred. Excellent pay plan and benefit package. Call Fred Layher, Tue-Sat, 8-5pm. Send resume to: Manly Honda of Santa Rosa, 2512 Santa Rosa Ave. (707) 542-5355. (231/32NW)

Associate Editor
MOTORCYCLIST Magazine is looking for an Editorial Staff Member. We want a skilled enthusiastic street rider with the ability or at least the potential to create Deathless Prose. Other desirable skills: photography, technical and mechanical background, word processing experience, publication background. Tremendous company and fringe benefits for the right enthusiast/write. Send a letter (not just a resume) describing your background and qualifications and sample of previous published work to: MC/Editorial, Personnel Dept., Box 1020, Los Angeles, CA 90028. (231)

Business Opportunities

Attention Dealers
New distributor eager for new business. Take advantage of low prices. (818) 366-6914. (227/TFN)

Working Partner Or Buyer
Northern California Yamaha Dealer. (707) 447-3715. (218/TFN)

Yamaha Suzuki Dealership
Western Washington. Other business forces sale, $80,000 of parts and inventory, must sell $50,000. Call (206) 533-5711 days or (206) 532-9056 evenings. (130/31)

So. Cal. Franchised Dealership
Low overhead, blow-out location and lease: Grcss over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (203/TFN)

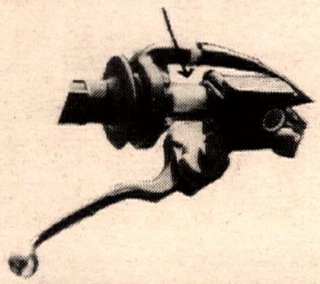
Big-4 Franchise TX Boom Town
On major highway in San Antonio, $110K takes all. PO BOx 33781, San Antonio, Texas 78265. (330/33)

1984 CR500R & CR250R
Both bikes brand new condition, injury forces sale. $1800 each. 2 White Power Shocks $200 each. Karl (8714) 650-3507. (331/32)

California Superbike School
Course fee includes leathers, helmet, boots, gloves and Super Trapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Upcoming schools: Riverside, Laguna Seca, Willow Springs, Sears Point, Schools through December. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (230/TFN)

TZ250G: ROLLING frame w/glass, many extras, $1,250. Four 34mm Lectrons, many needles, $200. (715) 664-8873 or (715) 235-4441. (3/31/32NE)

KTM of San Jose
We've moved — new address is 43 South Capitol Ave. We have GS125's and 600's in stock. Also factory demo's in 125's, 250's, 455's. Taking deposits on new 350 water cooled enduros. (408) 258-0750. (231/33)

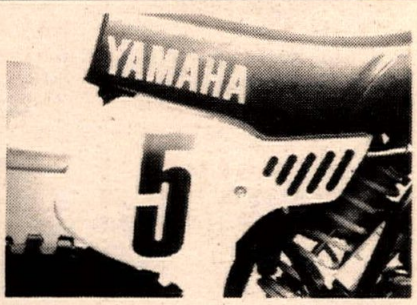


Honda CR & XR Owners
Don't risk having your disc brake lock on! This will happen if your brake lever slides against the throttle housing. This red anodized aluminum spacer will prevent this forever. Send $4.95 to: Odyssey Plus, 6330 Lincoln Ave., Suite 197, Cypress, CA 90630. Dealer inquiries invited. (131/NWX)

RD Yamaha TZ750 Top End
Estate forces sale. Cafe bike, well designed and built with quality components including 36mm Lectrons and full fairing. $1,000 OBO. Can be ridden but needs detailing. (217) 442-2316.(3/31/32NE)

Lance Bedell AMA Pro-Rider #485 Used bike Hiker to Assist His Cycle Care
Carvers MX and Enduro BIKE HIKER lifts both wheels up with ease * Completely adjustable * Compact fold up design features square tubular steel construction * Collapsible work tray, excellent for transmission oil changes * Ideal work-wash stand, the quick remove handle and tuck away design allows the BIKE HIKER to go every time you run. Engineered by Pro-riders and used by Pro-riders on the National Motocross circuit. Comes in attractive blue enamel finish. MONEY BACK GUARANTEE $44.50 COD $48.50 FT. free wt. 15 lbs. CARVER ENTERPRISES, 3431 Twilight Dr., Topeka, KS 66614. Remember if it's not a BIKE HIKER it's just another stand! 3-5 weeks delivery. (131)

1984 Honda VF1000R
130 hp. Call after 4 p.m., (305) 445-1101. (3/31NE)



Plasticwerks OW Sidepanels
For your YZ 125-250-490. Factory fit and finish for just $32.95 per set. 1760 S. Anaheim Bl. #H, Anaheim, CA 92805. (714) 772-3950. (131/NWX)

WANTED: Gas tank for a 1952 Plunger frame Gold Star. Pay cash or trade, have loads of Velo parts. Box 332, FPO, Miami, FL 34059. (1/31NE)

Lockhart Fast Glass Lower
Bolt on the only Lower that combines aerodynamic performance and O.E.M. styling. Factory color matched paint with color graphics wrap around naca air ducts. Only $249.95 — available from your Lockhart Dealer. Lockhart (213) 630-4621. (231/NW)

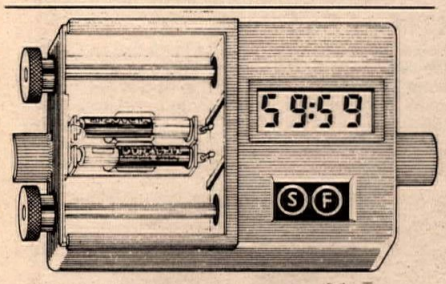
1983 KAWASAKI KX250CI, mint condition, never raced, hardly ridden, must sell, $1100. (714) 866-3253. (130/31)

'83 Honda XR350R

Excellent condition, low hours, never raced, must sell, $1300. (213) 335-7031. (330/31)

83 KTM 250LC-83 KTM 495XC

"250": Like new, complete with Z Products; Fork springs, reworked WP Shocks, pipe and silencer. In storage for one year, $1750. "495": Good condition, ridden little, Z disc guards, $1400. See both at PRO CYCLE KTM. (714) 772-8170. (230/TFN)



THE COMBO $109.95, clock only, $99.95, clock only, $99.95. 24 MPH Pacer, $129.95. Rollchart holder, $19.95. Shipping included. Dealer inquiries invited. COUNTDOWN (818) 348-8381. (223/EOI/TFN/NW)

NEW RIP OFFS allows only clean air into airbox. 2 per package: $16.25. AT YOUR DEALER, or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330 (714) 674-4335. (207/EOI/TFN)

'78 Dodge Van — One Ton

Excellent transportation, equipped to carry motorcycle, special mods, $1500. Contact John Kodin (213) 328-5700. (130/31)

Road Race Leathers

Bates Road Race Leathers. Fits 5'10", 150 lbs. deluxe suit, good condition, $300/OBO. Steve Sowden (619) 566-6012, eves. (619) 223-2154 days. (330/31)

1983 Honda XR500R

New tires, Mugen pipe and cam, excellent condition, $1650. (818) 362-7919. (330/31)

ATK Fork Kit

The hottest and most simple front fork modification with multi rate Spring Kit as tested in the May issue of Motocross Action and Motocross Magazines. The choice of most Pro Riders today. Available for 33 to 43mm forks. $49.95 Visa/MC or COD. Ask your dealer or call, ATK Leitner Corp 2650-C Walnut Ave., Tustin, CA 92680. (714) 731-5114, call toll free outside CA. (800) 854-4023. (225/EOI/TFN/NW)

1984 Honda CR125

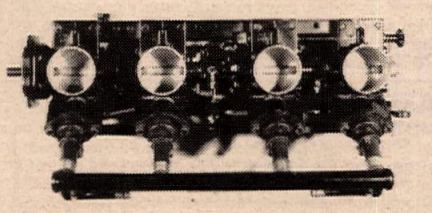
Ridden once, perfect condition, $1100. (805) 527-1146. (131)

'84 Yamaha IT 490 & Trailer

Custom two bike trailer, all riding and towing equipment. All new condition, $2500 firm. Will not separate. (213) 434-7691. (130/31)

FJ1100L

Also FJ600 and RZ350, super low prices. Call YAMAHA COUNTRY, Twin Falls, Idaho. (208) 733-5072. (130/31)



PMC Race Engineering

Pro-Flow Fuel injection for the Kawasaki 81-84 GPz 1100 & 80 Classic, 396.90 exchange, 14.7 H.P. improvement. *Distributor for: A.P.E. Manley, Wiseco, Andrews & Murray 1-(800) 222-7761, send to 3700 S. High, Okalahoma City, OK 73129. (213/EOI/TFN)

Yamaha Clearance Sale

1984 FJ1000 — FJ600 — RZ350's, many more. Priced to sell! INTERLAKES SPORT CENTER, RR 3, Box 19A, Madison, SD 57042. (605) 256-4468. (131/EX)

Dunlop Dunlop Dunlop Racing Tires

Slicks, treaded rains & intermediates to fit bikes from 125cc-1000cc for road or drag racing. For more info contact: D.E. MACHINA, 441 11th St., Brooklyn, NY 11215. (212) 499-4416. (2/29/EOI/TFNNE)

83 CR125

Motoplat ignition, ATK Fork Kit, 250 front brake, 53 tooth sprocket, Metzelers. Call eves, $900/OBO. (213) 596-5056. (329/31)

New Rifle "Nightflight" Fairing

Designed for Honda Nighthawk, Shadow, Magna, Sabre, and Ascot. 14½" wide, 3 lbs., tinted windshield. Black or silver: $79.50. Colormatch: $89.50. Available through your local dealer. RIFLE FAIRING, Rt. 1, Box 8, Paso Robles, CA 93446. (805) 239-4235. (216/NW/TFN)

Simpson Model 62

For sale. New, still in box, size 7⅜, silver color. $95. Call after 5pm. (213) 591-5082. Matt. (528/31)

1984 Husqvarna 500XC

Excellent condition, low hours, Up-Tite skid plate, Renthal bars, Metzler, Dunlop, many extras. Is in like-new condition. Call eves, Matt (213) 591-5082. (528/31)

Want to Sell Your M/C Or ATC

For Cash. Call (714) 831-6804. (225/TFN)

Pro Rider Service/Accessories

Huntington Beach. (714) 841-0368. (220/TFN)

F-1 Ninja Exhaust System

(714) 996-3241. (330/31)

★ KTM ★ KTM ★ KTM ★

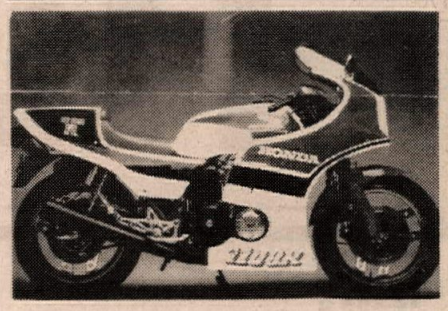
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

Dico Trailers

Cycle, Jet-Ski, ATC Buggy, auto. NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS. Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

'83 XC600 Honda

Excellent condition (714) 996-3241. (330/31)



1983 Honda CB1100RD

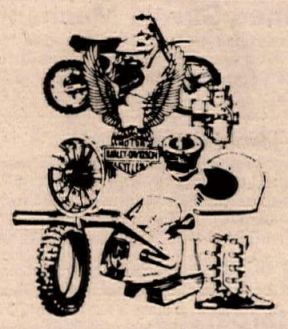
Rare 120 HP European Model. One new in crate, one used 1,000 miles. (213) 539-0224 or (213) 515-6691. (331/34NWX)

1979 Yamaha TT 500

Very, very clean. Ridden by vet. Have complete street and dirt gear, (complete wheels, sprockets, etc.) Many, many extras. Moving fast, MUST SELL PRONTO! $2800 invested, $850/OBO. After 5 pm please. (714) 877-1067. (131)

Fairing Screen Gustafsson

Your source of replacement and/or custom fairing screens. Over 300 models from A(von) to Z(ircon), including those for BMW, Honda, Kawasaki, Suzuki, and Yamaha. Our newest this year fit the Honda VF500F Interceptor, Elite, Yamaha RC350, and the Moto-Guzzi SP1000 and V65 SP. Give us a call or write if you need a replacement fairing screen or if you just want to customize your bike. Most screens available in clear, light blue and smoke. Dealer inquiries welcomes, first order on letterhead. FAIRING SCREEN GUSTAFSSON, P.O. Box 3567, U.S. 1 North, St. Augustine, FL 32085-3567. (904) 824-2119. (2/25/TFNNE)



Indoor Motorcycle Swap Meet Over 300 Spaces Available Orange County's Largest

Friday, August 10th; 6-10 p.m. Orange County Fairgrounds, Costa Mesa, 24-hour information (714) 495-2542. INTER SHOWS. (231)

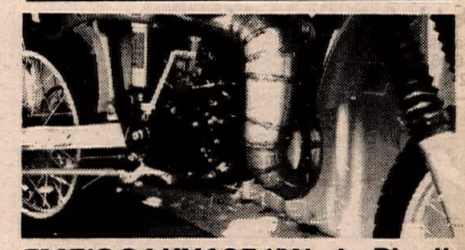
Free Boots Free Helmets

Buy one of my bikes, get your choice. KX 250, $375. 1983 Husky 250, $1575. 1984 XL 350, $1700. Every bike has to go! Make me an offer. (714) 540-4511. (129/31)

CZ — Jawa — Babetta

Parts & accessories. JB CYCLERY, 17468 Road #25, Madera, Calif. (209) 674-4788. (227/31/35TFN)

BORING BAR: Chassis dyno, 20" Clausing drill press, YZ465 — never ridden. (217) 352-6983. (3/28/31NE)



FMF'S 84 KX125 "Works Pipe"

Is giving the Green Machines an almost unfair advantage! Smoother broader power throughout the entire range! This pipe makes the already agressive 125 Kawasaki seem meek compared to the explosive gain of over all power from our "works" chamber! More rev's on top! Smoother low end, and mid range power! "Works" power for a stock price! Same day UPS! Only $129.50. DON EMLERS FMF, (213) 539-6884 or (213) 530-3701. (131)

WANT AD BLANK

Cycle News P.O. Box 498 Long Beach, CA 90801-0498

Ads are accepted on a first come, first serve basis. Cycle News reserves the right to edit ad copy.

REGIONAL RATES
(Cycle News/West only)

PRIVATE PARTY

Per word ..... 25¢
Headline in bold type ..... $3 extra
Photo ..... $4 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERICAL AND HELP WANTED

Per word ..... 50¢
Headline in bold type ..... $5 extra
Photo ..... $8 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

Blind Box Service Charge $5.00

CREDIT CARD LIMIT MINIMUM $5.00 PLUS .50 POSTAGE and HANDLING

213/427-7433

No cancellations after 5:00 p.m. Thursday

WANT AD DEADLINE

Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____

Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

NATIONAL RATES
(Cycle News/West and Cycle News/ East)

PRIVATE PARTY

Per word ..... 45¢
Headline in bold type ... $5 extra
Photos (No larger than 5x7)... $7
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERCIAL/HELP WANTED

Per word ..... 95¢
Headline in bold type ... $8 extra
Photo (No larger than 5x7)... $12
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

Please run my ad ___ weeks in West
Please run my ad ___ weeks in East

Name _____

Address _____ City _____ State _____ Zip _____

PRINT BOLD HEADLINES HERE — **EXTRA** (leave spaces)
Bold Headlines do not count towards want ad word count

Want Ad minimum...$2.50

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35
36	37	38	39	40	41	42
43	44	45	46	47	48	49
50	51	52	53	54	( )	55

Cycle News cannot be responsible for illegible phone numbers.

Area Code/Phone No.

83 KTM 504
Excellent condition, enduro ready. Asking $1800. Ask for Ron (714) 866-7248 or (714) 585-8926. (129/31)

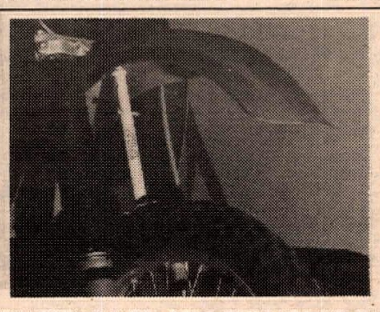
Knight & Viper
'82 KX250 Knight, $1695. '81 Viper KX250, $1195. Both race ready, extra clean, extra fast. Evenings (806) 797-8488. (130/31NWX)

Speedway Bikes
Two of the nicest Two Valve Jawa's around. Very good running condition. Comes with spare parts. $1000 each or best offers. (213) 924-5000. (131/32)

TZ 250J New
TZ 250 J model, new in crate, less motor, pipes, radiator, $1600. (405) 722-5517. (129/32)

TARGA LOWERS 83-84 GPz 750, $125. Kerker KR pipe, Kawasaki 1000/1100 $100. (415) 372-6202. (129/32)

1983 Husky 500XC
Excellent condition, 2 tanks, plus extras. Must sell, $1700. Eves. (714) 738-0326. (329/32)



NEW FORK SAVER. STOP FORK SPRING SAG: FULLY ADJUSTABLE, $19.95 AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (219/TFN/NW)

Dial A Deal
HONDA OF INDIO is introducing a new way to conveniently shop for your best deal on a new Honda motorcycle or ATC. Just dial "COLLECT" and ask for HONDA OF INDIO'S Sales Manager. We feature one of the best inventories in Southern California. HONDA OF INDIO, call "COLLECT" (619) 342-4484. (229/32)

71 Triumph Tiger TR6
Good condition, $1000/OBO. Eves (818) 362-4486. (129/31)

T's Team Yamaha
1984 FJ1100, '84 FJ600 & '84 RZ350s. In stock ready for delivery. Priced to movel Bottineau, ND 58318. (701) 228-3882. (1/30/31NSE)

Dymag Mid-Season Sale!
The world's best magnesium wheel for race and street now at the best prices ever. Save 10% and more on selected models. Hundreds of wheels in stock for TZ's, GPz's, GS's, VF's, etc. Call now — for Erik or Mary Joe at (414) 392-3170. PITTSBURGH PERFORMANCE, RT. 1, Mukwonago, WI 53149. (3/29&31NEX)

New Husqvarna's Going Fast!
At least 40 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC; $1395. 1982 250-WR $1586. 1982 430-WR; $2095. 1982 430-XC; 430-CR; $1995. 1983 250-WR; $2295. 1983 430-WR; $2595. 1983 500-XC; $2295. 1984's IN STOCK NOW! Out of town customers welcome! Easy drive from Los Angeles and central valley. A small deposit on your Visa/MasterCard will hold any bike until you can pick it up! We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (206/TFN)

M/C's and ATV's For Sale
Street, dirt and ATV's, all sizes. Good prices and guaranteed! Call PRO RIDER in Huntington Beach. (714) 841-0368. (128/32)

★★L.A.'s Only KTM Dealer★★
Sales, Service, Parts. BAY AREA CYCLE CENTER, 5606 W. Manchester, Los Angeles, CA 90045. (213) 649-1700. (226/TFN)

Ossa 350 Trials
Still the most competitive trials iron in America. OSSA parts past and present. From Sole concessionaires. OSSA AMERICA, P.O. Box 730, Kenwood, CA 95452. (707) 833-2622. (226/EOI/TFN/NW)

'83 XC600 Honda
Excellent condition. (714) 996-3241. (330/31)

3 '84 MR125E
All 3 in excellent condition, must sell fast, $900/OBO. Ask for Mike. (213) 316-9932. (130/31)

1983 Honda XR500R
New tires, Mugen pipe and cam, excellent condition, $1650. (818) 362-7919. (330/31)

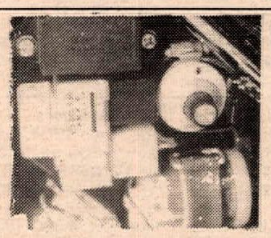
F-1 Ninja Exhaust System
(714) 996-3241. (330/31)

The Real Thing!
There are cheap imitations available but for the absolute finest in hand protection join the top National riders who insist on Bark Busters. See your dealer or call PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (2/27/ALT/TFNNE)

Bultaco — Hodaka Parts
Large supply, UPS, COD, BAY AREA CYCLE. (213) 649-1700. (219/TFN)

1983 500XC Husky
A-1 new mechanical condition, Enduro ready, $1675. Days (714) 630-5402, eves. (714) 832-0959. (130/31)

Speedway Jawa 2 Valve
Plus many spares, $950/OBO. (714) 651-1657. (130/32)



MPS Mixture Control Unit
Offers adjustability to fuel injection on GPz1100. A must with a header. $59.95. MOTORCYCLE PERFORMANCE SPECIALTIES, Box 1935, Casselberry FL 32707. (305) 695-2154. (222/EOI/TFNE)

1984 Suzuki RM 250E
Excellent condition, $1400. Call after 5 p.m. (805) 483-6622. (130/31)

1984 YZ125L FMF Pipe
Perfect condition. Will ship anywhere. $100. Call evenings, Steve (408) 265-0762. (130/31)

14 Ft. Pro-Trac Trailer 1982
All the extras, single axle, San Berdo area, will deal. (714) 875-9017. (130/32)

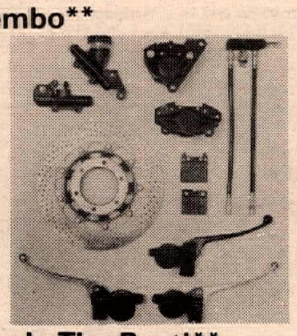
80 Kawasaki KX 250
Uni-Trak 12" travel, air cooled, fresh top & bottom, sleeved and ported, new sprockets & chain, new paint, Wiseco piston, runs great, must see & ride. $550 or make me an offer. Bakersfield (805) 398-3178 or (805) 833-8523. (331/32)

84 CR 500 $1450
Must sell, fast, good condition. (714) 825-6579. (131)

'82 Suzuki RM250Z
Excellent condition, trick plastic, many extras, $750. (619) 252-3335. (130/31)

'81 430 CR Husky $650
Fox shocks, extra tank, runs good. Don (714) 829-7872. (130/31)

Brembo



Simply The Best!
Total hydraulic braking systems. Calipers, Master cylinders, Disc. pads. Street & Racing. If you are not buying BREMBO, you are paying more for less. BREMBO BRAKES, P.O. Box 730, Kenwood, CA 95452. (707) 833-2622. (250/NW/EOI/TFN)

84 Yam. TT600L $1799/OBO
Brand new. Won in magazine contest, never ridden in dirt, save over $300 off retail. (714) 593-3247. (330/31)

1983 Yamaha IT490
White Bros. Suspension, low miles, excellent condition. John (213) 595-4791 or (213) 427-4497. (130/31)

GO WITH THE WINNERS
- Custom built trailers for car - ATV - cycle - boat - and commercial use
- 12 ft motorcycle trailers to 40 ft fifth wheel car trailers
- Each trailer is constructed to meet your individual needs
- Compare for yourself the quality and the value
- Send for free literature

Pro-Am
TRAILERS
2225 Cemo Circle
Rancho Cordova, CA 95670
(916) 635-3322

ATTENTION!
BACK BY POPULAR DEMAND
T & O YAMAHA'S ANNUAL
PARKING LOT SALE AUG. 31 & SEPT. 1
EXAMPLE: Retail $149.95 SALE PRICE
SIMPSON 52 HELMET $109.95
T&O YAMAHA 24020 Narbonne Ave. Torrance, CA 90714 (213) 534-2311

SUZUKI COUNTRY
15% OFF SALE
Parts & Accessories
RM Full Floater HEADQUARTERS
For Shock Mods & Porting from Novice to Pro Riders
S.C. RACING
2057 N. Hamner Ave.
Norco, CA 91760
(714) 734-0640
(714) 359-8546
The Sensation of Suzuki.

Want Ad information
(213) 427-7433

M★STAR
Competition and Recreational Off-Road Motorcycles

M Star's precision craftmanship and quality offers the most powerful, competitive and up-to-date motorcycle available outside a factory racing team.

If you've been looking for a machine with all the latest technology . . . you can quit looking. You can find M Star's '84 250 and 500 Supercross motorcycles at your local dealer.

740 E. Santa Maria St.
Santa Paula, CA. 93060 U.S.A.
(805) 525-3364
Dealer Inquiries Invited

TRIM's All Leather Boots
The TRIM/Daytona Model

Available exclusively from TRIM/Transworld
Don't be deceived by copies from unauthorized TRIM distributors.
- 100% leather. Cowhide outside and pigskin lining with micro holes for breathing.
- Sewn-in padded front.
- Achilles tendon protector.
- Non-slip soles from Continental Tires.
- 15 3/4" high.
- Made in Germany.

Colors: All Black, Black/red stripe & Black/blue stripe.
Sizes: 7, 8, 9, 10, 11, 12, 12½
Price only $119.95

To order: Send your name, address and phone number to TRIM/Transworld, P.O. Box 4098, Savannah, GA 31407.

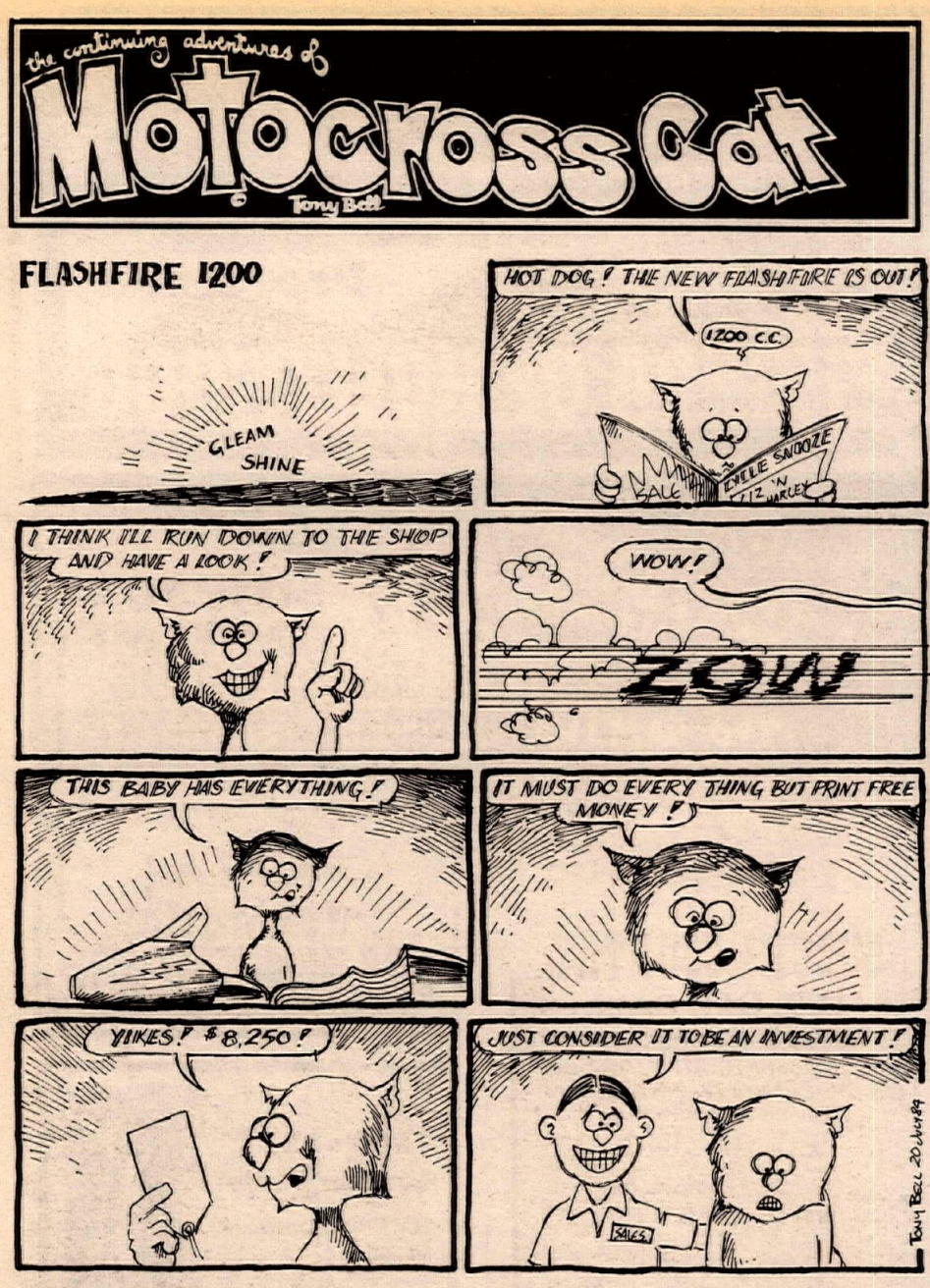
Free Freight except for C.O.D. cash. (Extra $1.50 C.O.D. fee plus freight cost.) Send Money Order to avoid delay in shipping. GA residents add 4% sales tax. For VISA or MasterCard send name on card, signature, card type and number plus expiration date. For Faster Delivery Call Toll Free 1-800/841-2300. In GA 912/964-0621.

ERIC JENSEN'S
ERIC'S
MOTORCYCLE CO.
KTM M-STAR/MAICO
COMPLETE IN-STORE MACHINE SHOP
HELIARC WELDING
DAILY U.P.S. ● PARTS ● SERVICE
"WHERE THE ENTHUSIAST IS WELCOME"
1361 E. WALNUT, PASADENA, CA 91106
(818) 449-ERIC

EBC
PERFORMANCE PADS & SHOES
European made, race quality linings available for all Japanese & Import bikes from $15.00 per pair from any good dealer or contact Hy-Tech for info.
Hy-Tech Motorcycle Components
12860 Bradley Ave., Sylmar, CA 91342
(818) 362-5534

POWERFLOW™ by EXTRUDEHONE
Two and Four Stroke
ATV ● Karts ● Jet Skis
Snowmobiles ● Road Racers
8800 E. Compton Blvd.,
Paramount, CA 90723,
(213) 531-2767

"We Can Save You Money"
BURBANK YAMAHA
1801 W. Burbank Blvd.
Burbank, CA 91506
(213) 845-8738



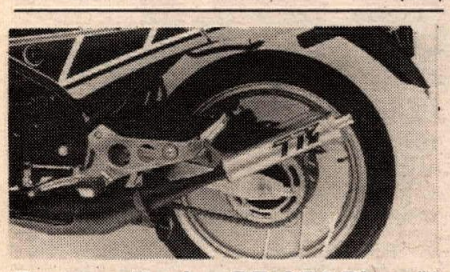
Speedway Bike
Jaw 4 Valve, excellent condition, $1250. (818) 962-8355. (329/31)

Russ Darnell MX School
August 13-17 Rio Bravo, Houston, Texas. August 20-24 Indian Dunes. August 27-31 Saddleback. (714) 980-3212. (226/TFN)

84 Honda XR200R St. Licensed
Near new, immaculate, $1000. (818) 917-7664. (331)

Motorcycle Mechanic Training
Our 1-year program features low tuition, financial aid, excellent facilities and job placement assistance. New session begins October 3, 1984. Contact SOUTHEAST COMMUNITY COLLEGE, 8800 "O" St., Lincoln, NE 68520. (402) 471-3333. (213/35/NW)

83 Honda XR350
Trail ridden 300 miles, like new, $1350. (213) 867-9236. (331)



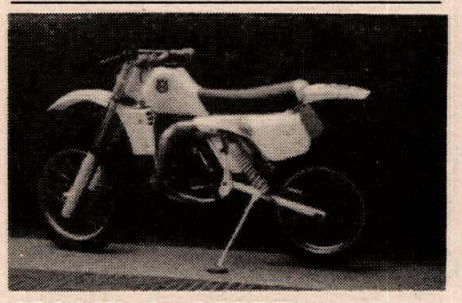
Toomey Racing RZ-350 Pipes**
The WINNER! in Cycle News comparison test. We out performed all others for Power, Powerband, Fit, Looks, and reliability. More than 13 bhp increase @ 10,500 RPM with a wide usable powerband Quality construction by hand to insure a perfect fit. Save 19 lbs. 1 yr. Guarantee, All aluminum Bolt-On muffler. Keep your side and centerstand too. Quality isn't expensive, It's pricless. Use your VISA/MC or Amex, or C.O.D. $299.00. Save a hassle, get the complete kit, pipes, air-cleaner system and aluminum battery box replacement $360.00 complete! CALL: (213) 539-6542, 539-4324. (226/NW/TFN)

'83 IT 250K
Must sell, $1300/OBO. Hardly ridden, extra clean. (818) 842-4057. (231)

KZ 550 Showbike
Many, many extras, call for information. Set up for Sport Touring or Cafe Riding. Must see to appreciate. (818) 842-4057. (231)

'83 Honda Interceptor
Custom paint job, 2 sets of hand bent racing pipes, steel braided lines, Dunlop 391R Tires, Ferodo Pads, Telefix bars, racing seat, plus much more. Baby forces sale. $3300/OBO. (818) 574-0714 eves. (331/32)

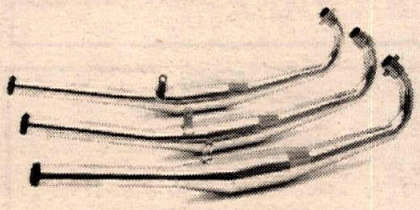
Dirtbike 1982 TT250
Excellent condition, $1100/OBO. Days (213) 861-9957, eves (213) 869-6985. (331/32)



1984 Husky 125CR
Pro Circuit engine. Faster than KTM. Moto-X or desert. Many extras, raced four times, immaculate. $3200 invested, sacrifice for $1675. (818) 795-4031. (130/32)

Bikes Tour / Rental Wanted
We want join or rent your bike, join very week possible. Usually 3-5 days, tour is best. Call or write George Shindo, 4881 Elkridge Dr., Rancho Palos Verdes, CA 90274. (213) 541-4469. (131)

TNT Chambers



Kawasaki Triple Street and Racing Chambers $179.95. Yamaha RD's Street and Racing Chambers $129.95. For ordering only call, (800) 821-7239. For technical information call, HOT BIKE ENGINEERING (415) 657-3864. We ship UPS/COD. (215/NW/TFN)

'84 KTM 250
Simmon anti cavitation, new Terry Cables, bore, chain, sprockets, Works Pipe, many extras, very clean, $1900/OBO. (818) 787-5485. (331/32)

Dealer Cost Sale
All '82's, '83's and select '84's at dealer cost through the month of August with copy of this ad. Full line of '84 GPs's and one GS1150ESD offered. Located in Northern CA. Kawasaki Suzuki. (707) 445-9093. (131/33)

1984 CR250
Ridden ten times, excellent condition, boots and leathers go with the deal, $1650. (213) 883-1776. (331/34)

'84 RM125
Very clean, has not been ridden on fresh top end, $1000. (805) 252-6068 after 5 p.m. (331/32)

* Trim Road & Racing Boots *
$119.95 for IMMEDIATE DELIVERY, CALL COLLECT (518) 623-3757 or write TIANI IMPORTS, Box 143, Warrensburg, NY 12885. (131/33)

Happy Birthday Greek
(3/30NE)

Champion Frame Roller
S&W, Ceriani, Hurst. $550. Will ship. Also, many Ossa parts, make offer!!! (201) 754-4578. (3/30/31NE)

FOR SALE: Parilla flat track racers, 200cc and 250cc available. In storage since 1964. Full racing history. Almost race ready. $800 each. Shipping available. 471 Broadview, Winter Park, FL 32789. (305) 629-5317. (3/30/31NE)

TWO RAIL TRAILER, like new, $300. (805) 944-4018. (131/32)

FMF's YZ250L Pipe Is Here At Last
Taking extra testing time has really payed off! We've developed the HOTTEST YZ250L pipe in the country! Don't waste your time buying any other pipe! We've already put our pipe against them all, and this is the best pipe...period! No other pipe has the awesome top end, or the smooth wider range of low and mid range power as this one does! Now used by Team Yamaha Canada! Works power for about the same price as a stock pipe! If you order it today, we'll ship it today! Only $139.50. DON EMLERS FMF (213) 539-6884 or (213) 530-3701. (131/NWX)

'77 Ducati 900SS $3500 OBO
Racing Kit, Konis, Speedline Mags, excellent condition. (417) 865-3206. (131/32)

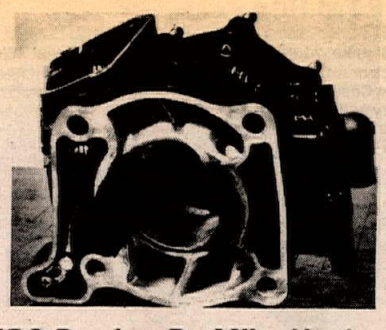
82 XT550 Yamaha $1300 OBO
Pro Tec Pipe, street tires, 1800 miles, very good condition. (213) 727-0269. (131)

KTM KTM One Fast Mother
82 motor in 83 chassis, with spares, $1250/OBO. Days (714) 841-0368, eves. (714) 536-1158. (131)

'84 KTM 125 "Demo Bike"
PRO CYCLE KTM'S Demo Bike is For Sale. Ridden three times and used for magazine photos. Contact: PRO CYCLE KTM, 1265 Lincoln, Anaheim, CA 92805. (714) 772-8170. (228/TFN)

1982 RD350LC
Excellent condition, not modified, black Japanese model, $1250 firm. (714) 354-5213. (131)

83 750 GPz
Excellent condition, must sell, $2150. After 5 p.m. (805) 642-9262. (131)



HPS Porting By Mike Hanley
HPS now offers porting by Mike Hanley, (Jim Tarantino's mechanic). Clean and match $80.00, stage maxx, (custom powerband contouring) $135.00. Head modifications $35.00. Call for more details, ask for extension 25. (714) 998-7712. (230/31)

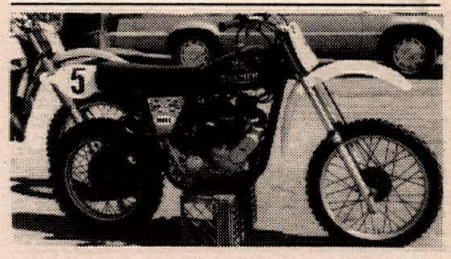
Do You Need British Parts?
Anything you can wear out for Triumph, BSA or Norton. EUROCYCLE (800) 527-5544. In Oklahoma (405) 787-3440. (220/NW/TFN)

1983 Honda CB1100RD
Imported from Australia August 83. Perfect condition, only 1500 miles, $8000. Phone Gary (604) 530-3422. (331/32)

Honda 750 Interceptor
Very clean, extras, low miles, must sell (818) 963-7060. (331)

1983 Aljo Travel Trailer
24 ft., bunkhouse, showroom clean. Eves (213) 869-6985. (331/32)

1982 495 KTM
Set up by Pro Cycle, stored one year, absolute mint condition. Three rail Zeiman Trailer, used twice, both for $1795. Also EM600 Honda Generator, new $375. Must sell! Craig, San Dimas area, (714) 599-3475. (331/33)

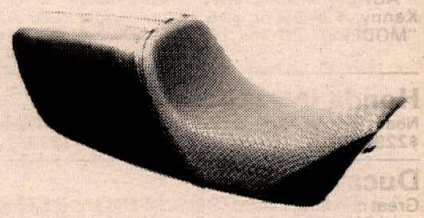


750 Triumph
All new engine, CDI ignition, 12" travel, 295 lbs. Lots of extras. Call Bill for specs. (213) 477-0997. (429/31)

'84 Factory YZ 250L
Bell's mechanic's bike, fast, clean, reliable. Dave (213) 349-9333. (331)

**** Hodaka Parts ****
Shipped ANYWHERE! UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 840-6632. (234/NW/TFN)

E.P.M. 16" MAGNESIUM WHEELS. Fits Yamaha, with 2 new Dunlop Slicks $300/OBO. (415) 878-5013. (331/32NWX)



Superbike Seat Kits $65.00
GPz 550 82-83. Total support at high speed. Very comfortable, 2" lower than stock. Simple installation. Experience a superior level of control. Contact MOTOPLEX, (213) 438-4107, 21 58th Pl., Long Beach, CA 90803. (131/NWX)

'81 Ducati Pantah
As new, only 500 miles, almost another bike in spares. (213) 432-7282 weekdays 9-5. (431/32)

XR750: STOCK 1978 parts — gas tank, front rim, gearing (eng. and wheel), 36mm carburetors, magneto, "E" cams, pistons, price ½ of retail. (804) 484-4949. (1/31/NE)

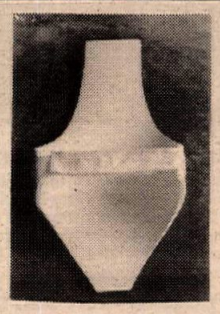
Yamaha Clearance Sale
1984 FJ1100 - FJ600 - RZ350's many more. Priced to sell! Interlakes Sport Center RR3 Box 19A Madison, S.D. 57042. (605) 256-4468. (231EX)

1983 Husqvarna 500XC
Canadian model, just broken in, perfect shape, only trail ridden, real value at $1995. Will deliver first week September, eves (403) 949-3874. (331/32)

1983 Honda VF750F Intercptr
Canadian model, total mileage 2200km (1350 miles), Speedo to 240 km/hr! Completely original and new, $3300. will deliver first week September, eves (403) 949-3874. (331/32)

Rotax Can-Am 500cc
Ron Wood Motor. Brand new in crate, with a 40mm Delorto carburetor. Desperate, must sell, $1595. (818) 365-9831. (131)

Turn Your H-D Into A Home!
Will take your Harley or other large street bike, truck or interesting trade toward 15K equity in near new Costa Mesa, CA Condo. 2 bedroom, 2 bath. 2 story with 2 car garage. Assume high balance loan. This place is perfect! Let's make a deal! Call (714) 645-7547 eves, or leave message on recorder. (529/32)



Pros Choice! Why Pay More
Racing Back Pad. Closed cell foam, hard plastic backing, $23.00 plus tax and shipping. BICKEL RACING, 131 Simpson, Daly City, CA 94015. (415) 878-5013. (331/32NWX)

Knight XR500
TT and ST set-up. Engine dynamics motor, Fox, Marzocchi, Grimeca, extra parts and spares, best of everything. Call Matt, eves (406) 494-7643, days (406) 494-5144. (131/32)

'81 Yamaha YZ465
Trick, $775. (213) 476-5589 or (213) 476-7744. (131)

Targa 500 Interceptor Cowling
Road Race Styling, Handcrafted fiberglass, matching color and graphics. $269.95 complete at your dealer. TARGA ACCESSORIES, Irvine, CA. (714) 472-1022. (231/NW)

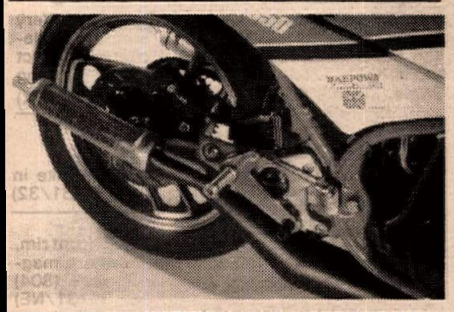
Want to sell your motorcycle???
For cash. Call (714) 831-6804. (212/TFN)

'83 Yamaha YZ490K
Nine months old, excellent condition, two tanks, never raced, $1350. Call after 5pm. (213) 577-7516. (131/32)

ACTION MODEL KITS! Fast Freddie or King Kenny. $24.95 or $19.95 w/o rider. List $2. "MODELS," PO Box 14664, Atlanta, GA 30324. (2/31/32NE)

Honda Interceptor
Near new, VF750F, 91hp, Gold Comstar Wheels, $2295. (213) 530-6568. (331/32)

Ducati 450RT
Great condition, $450/OBO. '64 250 Monza, original $300/OBO — Trades? (805) 831-4110. (331)



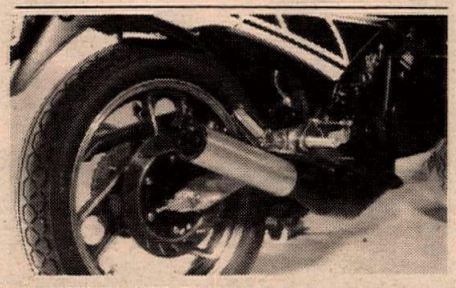
RSC — RZ COMPETITION CHAMBERS. WE WON the July 4 CYCLE NEWS comparison test — 12.57 @ 106.25 even when jetted too rich for our pipe! Improvements have given us even more power, especially for modifief RZ's. KEEP YOUR EXTRA MONEY, we're only $219.95 freight free! Dealers invited. RSC PERFORMANCE, (800) 222-1452. (2/31/TFNNE)

Ultimate Play Bike
1982 KTM 495, like new, many extras, $1200 firm. (714) 599-2864. (331)

Dainese Leathers
Spidi Gloves. Wear leathers, gloves and boots worn by Kenny and Freddie. Substantial savings from retail, club racer discounts, call (818) 574-7625. (331/34)

1983 CR480 Honda
Excellent condition, ridden eight times, never raced, $1495. Must sell. (714) 645-6244 or (714) 957-8765. (331)

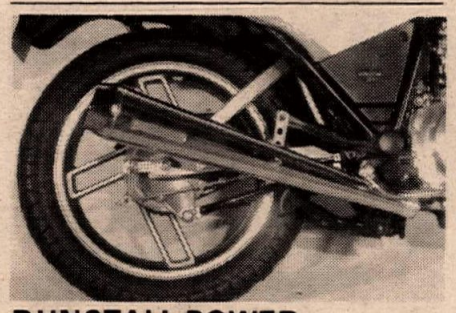
Targa GPz Smoked Windscreens
GPz 550/750/1100, 1981 thru 1984, $48.95. 900 Ninja $49.95 at your dealer. TARGA ACCESSORIES, Irvine, CA. (714) 472-1022. (231)



EUROPE'S #1 RZ PIPE! Produce REAL WORLD HORSEPOWER, without peakiness or excessive noise — increasing top speed by over 10 m.p.h.! Virtually uncomparable quality and price — $169.95 to $199.95. RZ Products Catalog $3. RSC PERFORMANCE, PO Box 14664, Atlanta, GA 30324. (800) 222-1452. (2/31/TFNNE)

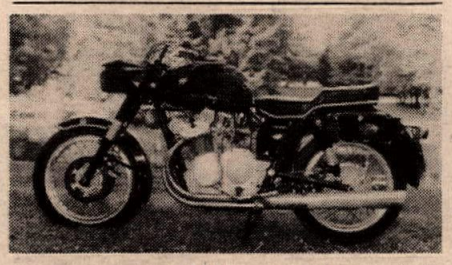
'83 IT490
Good shape with extras, $1300. will deal (714) 974-3218. (131/32)

'84 KTM 125
Brand new, never ridden (415) 583-3519. (131/32)



DUNSTALL POWER SILENCERS
Are back!! Variable sound and power. 20 and 28" lengths to fit any bike from Hondas and BMWs to Triumphs or whatever (?) with a 1½ to 1⅝" head pipe diameter. ONLY $99.95/set. RSC PERFORMANCE, (800) 222-1452. Dealers invited. (2/31/TFNNE)

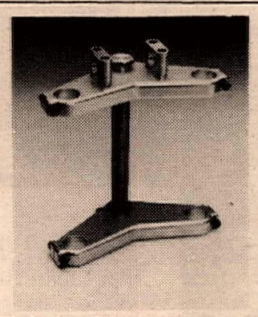
Yamaha YZ50 $250
(213) 476-5589 or (213) 476-7744. (131)



FOR SALE: 1969 MV Agusta 600cc, black, in storage since 1967. Previous owner major tire maker. 5000 miles. $4,200. Excellent bike. Shipping available. (305) 629-5317. 471 Broadview, Winter Park, FL 32789. (3/30/31NE)

Dunlop K-790 Knobby's
New front and rear tires. Also factory knobby tires, used one time. Prices too low to list, limited supply, call PRO-RIDER. (714) 841-0368. (231-32)

CZ Motocross
40 used ones to choose from. From '69 to '77, none over $250. (818) 917-6171. (231)



Alloy Triple Clamps
Billet aluminum machined with 55 or 62mm offset for 35mm tubes. $175. Storz Performance, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (229/31NW)

'84 Virago's 1000 & 700's
New bikes in inventory, overstocked, will deal! Will pay airplane fare upon purchase of new Yamaha. G&L YAMAHA, Salt Lake City. (801) 486-2343. (231/32)

S.O.S. GIANT REMODELING SALE

100 STREET & DIRT BIKES MUST BE SOLD CALL US NOW!

HONDA 25

HONDA OF HOLLYWOOD

6525 SANTA MONICA BLVD. / PHONE (213) 466-7191

NOW $165

WHY WAIT?

The same COMPUTER used by every TOP rider in the sport can be YOURS at a new low price!

SEE YOUR DEALER OR CALL TODAY 504/882-3107

PERFORMANCE PRODUCTS
P.O. Box 1294N
Lacombe, LA 70445

---

for LONGER life!
Available at leading dealers and accessory stores.

POWER

Duckworth Super Performance Chain

Available at leading dealers and accessory stores

PARTS ProAm ACCESSORIES

Shoei Helmets

ER7 $99.00

• Z100 • Super X Motocross •

ProAm • 6125 Richmond
Houston, Texas 77057
1-800-468-4309 In Texas: 713-781-7755

MS

malcolm smith MOTORCYCLES

HUSQVARNA YAMAHA KTM

You meet the nicest people to serve you
7563 INDIANA
RIVERSIDE, CA 92504 (714) 687-1300

WHOLESALE TO DEALERS ONLY

Wiseco — IBCO GASKETS — G.E.M. PRODUCTS — CIRCYCLE — KLOTZ

2G Tu Gee Enterprises
731 E. Cypress
Monrovia, CA 91016

HOT LINE (213) 359-2415

FINISHER PINS

Call KENNY for samples — prices

CAL-MART PLATING
404 W. 7th St.
L.A., CA 90014 (213) 623-6987

LEMONADE KAWASAKI jet ski

Great Deals On Kawasakis & Jet Skis

2212 Lincoln Blvd., Santa Monica, CA 90405
(213) 392-8697

SPECTRO

SPECTRO OILS OF CALIFORNIA
ORDER DESK
(213) 331-7663

M/C TIREWORKS

The Motorcycle Tire and Wheel Specialists

San Fernando Valley	Torrance-South Bay
9025 Sepulveda	26023 S. Western
Sepulveda, CA	Lomita, CA
(213) 893-7806	(213) 539-4150

10% Off Sale

All Parts and Accessories
Ad must be presented for discount

BELLFLOWER YAMAHA
10401 Alondra
Bellflower, CA (213) 925-5097

© 1983 R. J. REYNOLDS TOBACCO COMPANY
CAMEL
LIGHTS and FILTERS
20 FILTER CIGARETTES
CAMEL LIGHTS
LOW TAR CAMEL TASTE
CAMEL FILTERS
SMOOTH TURKISH & DOMESTIC BLEND
CAMEL
CAMEL
Experience the Camel taste in Lights and Filters.
LIGHTS: 9 mg. "tar", 0.8 mg. nicotine av. per cigarette by FTC method.
FILTERS: 15 mg. "tar", 1.0 mg. nicotine av. per cigarette. FTC Report MAR. '83.
Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.